

WINNIPEG



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WINNIPEG

THE CAPITAL OF MANITOBA AND TRADE CENTRE OF THE CANADIAN NORTH-WEST

A HISTORICAL AND DESCRIPTIVE SKETCH OF ITS WONDROUS GROWTH,
PROGRESS AND PROSPERITY

BY

JAMES ELDER STEEN

WINNIPEG of to-day is in a geographical sense almost the central point, or as the late Marquis of Dufferin characteristically put it, the "Bull's eye of North America." Yet until a few years ago it was deemed as one of the outer limits on the northern confines of this continent. The jumping off place, so to speak, in the journey to discover the North Pole, and around and beyond it was nothing but a desert of snow for at least three-fourths of the year. The great "New Empire," of which it is the heart or pulse centre, was until lately deemed only a fit habitation for the buffalo and fur bearing animals, and was named by one of its explorers of less than half a century ago, "The Great Lone Land."

Some sixty miles north from the northern boundary of North Dakota, and nearly forty miles south of the lake bearing the city's name, at the confluence of the Red and Assiniboine Rivers, lies the City of Winnipeg. The lake of that name, with Lakes Manitoba and Winnipegosis form the last great relics of the vast prehistoric Lake Agassiz, which geologists tell us at one time covered one-third of the northern half of North America, and had its southern outlet through the Minnesota River. Undoubtedly to the existence of this great prehistoric water sheet is due mainly the wonderful richness of soil all over what is now known as the Canadian North-West. As it receded it left on dry land its centuries upon centuries of decayed vegetable deposit as well as decayed animal matter from the millions of tons of fish which died and rotted on its bottom. Assuredly the geologist furnishes the clue to the phenomenal richness of soil, for which this vast land is now so famous: As the waters thereof receded leaving land richer and richer as the process went on, until in the midst of Edenic fertility, at the juncture of the two rivers, which were the arteries of travel and traffic to Indian and white adventurer in the past, nestles the City of Winnipeg, at a point where the finger of nature in her course of geological evolution seems to have pointed for centuries, to indicate where a great centre for a grand new empire must sometime be. We say grand new empire, for the North-West of which Winnipeg is the heart and centre includes a larger area and embraces more natural sources of wealth than did the great Roman Empire, during the second century of our era, when it was at the zenith of its power, greatness and magnificent extravagance. The city is the heart of a great empire that has been asleep for centuries, like the great slum-

bering giant of our childhood's tale, who slept on century after century, unconscious of his strength or other latent powers. But this empire is awakening now with amazing rapidity, and the city's growth in greatness is progressing in keeping with the awakening.

Why the Canadian North-West was so long of coming into notice, and Winnipeg its central point practically unheard of until a few years ago, is a matter which can only be explained by a brief retrospective view of the city's history and progress. This it is our intention now to give as concisely and lucidly as possible.

Winnipeg has but little historic claim to antiquity or even mediæval days. True, a trading port of the old voyageurs existed on the present site, at the mouth of the Assiniboine River, 150 years ago or more—old Fort Rouge, or Red Fort, as it was named—but even its history is as vague and hazy as some of the old Celtic legends of Scotland, which reach away back to where chronicle and mythology unite in a puzzling tangle. Antiquity hunters cannot agree as to whether it stood on the north or the south of the stream named. The old trading post is commemorated by the southern suburbs of modern Winnipeg still bearing the name of Fort Rouge.

The first reliable records of what is now Winnipeg date from the year 1812, when Thomas Douglas, Earl of Selkirk, came out from Scotland via York Factory on the Hudson's Bay shores, bringing with him some three score families from the north of Scotland, who had been ejected from the homes of their forefathers by a Scottish nobleman, and who came away to a land, far beyond the confines of civilization, in hope of finding homes, from which no one could eject them.

These Selkirk settlers, a peaceful peasantry accustomed to tilling the soil, his lordship settled on and around the present site of the City of Winnipeg, on both banks of the Red and Assiniboine Rivers. The quaint old document written in characters, and conveying a stretch of land reaching some four miles back from river banks, was signed by the local Indian chiefs, and secured for these settlers homes and farms; and on a northern portion of the present city's site, Fort Douglas was built, and the north-western headquarters, and the seat of the Hudson's Bay Company's governor, established.

This settlement of a peaceful but intelligent community in the Red River country soon made its mark on the surrounding half-breed and Indian. They were a marked con-

trast to the daring and sometimes fierce old voyageurs who had preceded them. They were peaceful and industrious and with natives of every kind they were soon upon the most friendly and familiar footing. Around Fort Douglas then existed a state of sylvan semi-communism, which might have continued for a long time if left untouched by outside influences. This was not to be however.

In opposition to the Hudson's Bay Company there was in the fur gathering field another powerful organization, the North-West Fur Company. Both claimed a monopoly of the fur trade, the Hudson's Bay Company resting their claims upon the Royal charter granted to the founders of the Company by Charles II. The North-West Fur Company, made up largely of the old French voyageurs, and some shrewd Scotch leaders in Montreal, based their claims upon Royal concessions from the French monarchs, ante-dating the conquest of Canada by Wolfe and his followers, and not as they claimed, swept away by the treaty after the conquest. The bitter quarrels of the followers of these two rival fur companies, or rather their agents, culminated in a sanguinary fight between two parties at a spot now on the northern limits of Winnipeg, named Seven Oaks, in 1816, in which Gov. Semple, of Fort Douglas, and a number of his followers were killed. The victorious North-Westers destroyed the fort, scattered the settlement, and brutally maltreated a number of the settlers. Fort Douglas and its surroundings were left by them a scene of desolation.

Next year Lord Selkirk came out again from England, bringing with him a British military force, with which he quickly restored order, and severely punished those of the North-West Company's agents who had engaged in the fight and destruction of Fort Douglas, on whom he could lay hands. The site of a fort was changed to a point at the junction of the Red and Assiniboine Rivers, where the Hudson's Bay Company's headquarters in the North-West is still located. The fort then constructed was named Fort Garry, after the officer in command of the military force, which came out with Lord Selkirk.

Another mishap to the settlement was the great flood of the two rivers in 1826, when Fort Garry, and almost every building in the settlement was destroyed. As soon, however, as the water subsided, the settlers returned to their homes, Fort Garry was rebuilt or repaired, and before the close of the same year, very little evidence of the flood damage was to be seen.

There were but few incidents of general interest to the Red River settlement from the flood until 1835, when Fort Garry was rebuilt, enlarged and strengthened and a judge or recorder for the settlement located there. This movement was doubtless taken by the Company with a view of stamping out the illicit fur trading, which had increased to considerable proportions. The Company was bent upon enforcing its monopoly of the fur trade. The North-West Company had been amalgamated, so that no chartered concern now opposed the Hudson's Bay Company. The recorder was undoubtedly expected to stamp out the small and itinerant traders, and he commenced his work with stern sentences to that class of offenders.

The first and last and only recorder the Company ever had at Fort Garry, was Dr. Adam Thom, LL.D., of Aber-

deen University, a man of undoubted talent, and thorough legal and judicial knowledge, but possessing none of the native tact required to inspire respect for either himself or his administration of law in the minds of a community which had lived for a generation under a paternal system of sylvan semi-communism. Instead of improving matters he only made them worse. In the minds of the people, white, half-breed and Indian, there was a sympathy for almost every fur dealer who came under his stern sentences. Then there were a few men dabbling in the traffic whom the recorder or the Company dare not arrest, without fear of causing a greater uprising of settlers and natives than the Company might be able to deal with. The late Mr. Andrew McDermot, and his son-in-law, the late Hon. A. G. B. Bannatyne, were two such, and their prestige, popularity and power over the community were such that the Company dare not proclaim them criminals. Both men took a prominent part in the building up of youthful Winnipeg, and two of the leading wholesale mercantile streets of the present city are named after these old fathers, one McDermot Avenue, and the other Bannatyne Avenue. They were the apostles of free trade here, and they have fitting monuments in these thoroughfares.

The folly of trying to enforce a fur monopoly culminated in 1849, when a French half-breed named Sayer, was convicted of an aggravated charge of illicit trading. The penalty for the offence was death, but an angry armed mob inside and outside of the court room convinced the recorder of the folly of attempting to pass sentence. He prudently sneaked out of court, and Sayer was neither sentenced nor executed, but lived for years after in the settlement. That was the death knell of monopoly in fur trading.

The isolated period of the Red River settlement may be said to have ceased once the fifties decade was fairly entered. When the decade opened McDermot and Bannatyne were running a pretentious little general store and took in quite a little share of the itinerant trade. Later on other smaller institutions opened up, and quite a few of Winnipeg's old business men reached the settlement that decade. Amongst the number was W. G. Fonseca, who is still a respected citizen although getting a little frail. The decade closed with two marked events in its last year. In June, 1859, the first steamboat, the Anson Northop, came down the river, and in December Messrs. Buckingham & Coldwell published the first number of the Nor'-Wester, the first newspaper of the settlement. The journal was quite a pioneer success, but the steamboat was a decided failure. She was too short for good steering by rudder, and was a cranky slow tub at the best. She disappeared in 1862, after a finer boat came on the river.

Strange to say, Mr. Coldwell, one of the publishers of the Nor'-Wester, is still a resident, and Mr. Templeton, who was second engineer of the Anson Northop, also resides a little north of the city, though both are showing signs of decay. When, therefore, the decade of the sixties opened, the Fort Garry settlement was fairly started as a community of pioneers. Robert Paterson, who is still a lively old citizen of Winnipeg, located in the Fort Garry district. That spring he floated down the river on his flat boat, a life he had followed for years, and brought up in the settlement with a heavy stock of coal oil and coal oil lamps, the first ever seen in the settlement. They sold so well that Robert settled down

to trading here, and in time became well fixed financially. He is now retired from all active business, but keeps hale and hearty although nearing the allotted four score. Some two or three years before that Mr. W. H. Lyon, now gone over the line, but long a leading merchant, settled in Fort Garry district, and John Higgins, Capt. H. S. Donaldson, and several others, who cut quite a figure in after years in the mercantile affairs of the city, settled here early in the sixties. Most of these men were periodical visitors to Fort Garry during the fifties, but the trouble with the Sioux Indians in Minnesota and their rising and widespread massacre of whites in 1862 throughout that state, made most of those formerly itinerant traders settlers in Fort Garry thereafter. For a few years after that awful time of massacre, under the British flag in Manitoba was the only part of the North-West where white settlers were safe. About the middle of the sixties decade Mr. J. H. Ashdown, then a mere youth, arrived at Fort Garry, and commenced life in a modest way. He started business in a small tin shop, and although in the Riel rebellion of 1869-70 he was imprisoned by that firebrand chief, and his little business scattered, he soon after recovered, and before the close of the seventies decade, he was the leading merchant of the City of Winnipeg. The business he built up is now the largest of Winnipeg's gigantic wholesale concerns, and has few, if any equals in magnitude in Canada.

The year 1862 commenced hopefully in Fort Garry, and the arrival from the south early in the spring of the fine new river steamboat, International, stimulated the hopeful feeling. Old John McBride, her second engineer, is still a resident of Winnipeg, and talks still of her as the finest boat that ever came down the Red River. These hopes went below zero, when news of the bloody massacres of whites by the Sioux Indians reached the settlement. Even those on board of the International on a down trip, deserted her and fled quickly to Fort Garry, and she lay frozen up in the ice on the river all the succeeding winter. She was counted as lost and a prey to the destructive fury of the Sioux. But these savages were shrewder than most white people gave them credit for being. Their massacres in Minnesota in 1862 were not mere spontaneous risings, but massacres premeditated and planned years previously. For instance, in 1860 they settled all old differences and made a treaty or agreement of peace with the half-breed hunters from Manitoba, with whom they had previously been at deadly enmity; and that fall and the next chased buffalo side by side with these hunters when the supply for winter of buffalo meat was being gathered in. The savage Sioux meant to have only friends in British territory, for if their rising did fail, and it was certain to, they wanted friendly neutral territory to which to flee from the just vengeance of the United States. So far as they could judge they respected everything British during their massacre, and the British ensign flying on the mast of the deserted International was sufficient to keep the steamboat and her cargo intact until her owners took possession of her next year. Eventually many of the Sioux Indians had to flee into Manitoba before United States forces. There they were allowed to rest in peace by the whites and half-breeds, but some of the Manitoba Indians, of Chippewa origin, were a source of trouble to them. They harassed them, murdered not a few of them, and followed them in chase to

the shores of Lake Manitoba, where their pursuers thought winter would starve and freeze them to death. The fish in the lake saved them from that, and years afterwards the Canadian Government gave them a reservation, and they are now amongst the most progressive of all the Indians of the North-West.

Things quieted down and moved smoothly in the Fort Garry settlement from 1863 until 1869. The confederation of the British possessions in North America necessitated the inclusion of the North-West, especially to enable the new Dominion to proceed with the work of constructing a railway through from the St. Lawrence to the Pacific coast. The Canadian politicians who planned confederation showed the most stupid hoggishness in dealing with Manitoba. It was proposed by Imperial legislation to just hand the vast territory over to the Dominion Government, including the administration of all lands and other natural resources. Even the ownership of the lands on which the native, whites and half-breeds lived and had been born, were not guaranteed to them. They were simply to be transferred from one set of rulers to another like a lot of serfs. The Hudson's Bay Company in London was settled with on a bogus claim on the lands of the North-West, and Canadian politicians then deemed themselves virtual owners of the country which they proposed to rule without any allowance of representation. This was the foolish manner in which these politicians commenced to acquire power over the North-West; and their record for nearly the first twenty years of the administration of its affairs, showed but little additional wisdom. At times they were but little short of what the late Lord Beaconsfield would have called "A policy of plundering and blundering."

The result of the senseless eagerness of Canadian politicians to acquire the North-West was the half-breed rebellion under Louis Riel in 1869-70. The rising was about as senseless in its management as the annexation work of Canadian politicians. The cause of the rebels was a reasonable one, but their manner of rising simply killed their cause; and the outside sympathy left, was crushed by the idiotic and vindictive actions of Riel the leader, especially in connection with the brutal and needless execution of Thomas Scott. Had the Red River rising of 1869-70 been controlled by some of the cool-headed men of the community, and a more wise and reasonable course followed, every leader and in fact every man who took part in it, would have gone down in history as a true patriot, if not a hero; and the invading politicians of the east would have been justly rated as rapacious tyrants.

The North-West had long been in need of some source of advertisement to give the outside world some idea of the wonderful fertility of the country. The Riel rebellion of 1869-70 was the first great advertisement it ever had, and from that onward, the prying and enterprising began to learn some truths about the "Great Lone Land." "All is well that ends well," might have been verified by this so-called rebellion, but for another Government blunder. The British troops, under Sir Garnet Wolseley, who came and quelled the rebellion, were taken out of the country again a few days after their arrival at Fort Garry, and the place was garrisoned by eastern Canadian volunteers, mostly bitter partisans, who came out on the expedition in hopes of avenging the murder of Thomas Scott with their bayonets. The

result was a state of acrimony between new arrival and native and old pioneer, which resulted in numerous bitter quarrels and fights. Had the British troops been retained and these partisan soldiers sent home again, this would never have been the case, and the dignity and impartiality of British military rule once more demonstrated. This feeling continued until a Dominion parliamentary election in 1873 kind of split up both sides; and the appointment of the Hon. E. B. Wood as Chief Justice of Manitoba, thereafter did good work. The iron hand of that eminent jurist soon put an end to the disposition to lawlessness which had grown out of the rancour referred to.

THE PERIOD OF UNCERTAINTY

After the quelling of the rebellion by Wolseley, Winnipeg's real period of uncertainty commenced, and it was not until the city passed through the seventies and into the eighties, that it became a settled fact, that the place was going to advance to the position of a great city, instead of falling back again to an important frontier trading point.

The Fenian invasion of Manitoba by O'Neill and his followers in 1871, was the only stirring time in Fort Garry, or Winnipeg, as the village was then beginning to be called, until the year of the city's incorporation. In the fall of 1871 a school board was elected, and the first secretary, then a junior officer of Wolseley's force, although he has filled many positions in the interval, is at present secretary-treasurer of Winnipeg's board of school directors. The writer refers to Major J. Stewart Mulvey. The first teacher was Mr. W. F. Luxton, in after years publisher of the Daily Free Press, and the most enterprising and aggressive journalistic publisher the city ever had. To-day he fills a responsible position under the Provincial Government.

From 1870 to 1874 the population of the town kept steadily increasing, and in the spring of 1871 the first houses west of the line of Main Street were built. The two men to make the domiciliary move westward were Capt. H. S. Donaldson, then the leading stationer and jeweller of the place, and Mr. Wm. Harvey, who was for many years proprietor of a livery stable in the city. The Merchants Bank of Canada was established in 1872, it being the pioneer chartered banking institution, and Mr. Duncan McArthur was its first manager. Quite a number of farmer settlers kept coming into the country, but many turned back into Dakota. Canadian Government land regulations were ever changing and as a rule not encouraging to new settlers. Still the town kept growing, and the whistle of half a dozen steamboats on the rivers during summer kept up the life. Even Black Friday and the terrible financial crash and crisis during the end of 1873-4 was scarcely felt, and in the fall of 1874, when Winnipeg was incorporated, the new-born city had a population of over 3,000, assessed property value for \$2,076,018, over 900 buildings and about 310 business institutions of every description.

INCORPORATING WINNIPEG

Winnipeg, municipally, was brought forth in travail certainly. From its birth in 1874 it had to encounter one adverse circumstance after another for several years, enough

to crush out of existence a community less hopeful. The year before its incorporation "Black Friday" brought a crash in financial affairs all over the commercial world, which paralyzed railway enterprise in the west, and crushed for years the city's hopes of a railway outlet to the south. Every railway heading in the direction of Manitoba was in the hands of a receiver. The same year a change of administration took place in Canada, and the Mackenzie Government which went into power, announced a new policy in the construction of the great Dominion highway from Atlantic to Pacific. The natural water stretches were to be improved and used, and only over the prairie stretches and through the Rocky Mountains was a railway to be constructed. Worse than all for the young city, the route of the highway was changed, and Winnipeg was left out of the main line trail altogether, and the proposed railway was to cross the Red River at Selkirk, twenty-five miles further north. Then in the midst of these disappointments came a plague of grasshoppers, which one year ate up almost every vestige of crop which the farmers of the country tried to raise. Strange to say, through all these troubles the City of Winnipeg made steady progress, and by the close of 1878, when railway communication with the outside world by a southern route had reached the bank of the Red River opposite the city, the population had increased to about 6,500, and the value of assessed property to over \$3,500,000. A cheering announcement from Ottawa closed the year and left the young enterprising community in high hopes. A change of party in power resulting from the elections that year brought a change of railway policy. The new Government under Sir John A. Macdonald declared in favor of the all-rail route for the transcontinental highway, and Winnipeg was to be made an important point on the main line of road. Still there was a general feeling of uncertainty amongst business men of the young city. The great cause of that was the slow, irresolute manner in which the transcontinental railway was being constructed as a Government work. This feeling never altogether disappeared until in the beginning of 1881, the Ottawa administration surrendered the great work to the syndicate, which afterwards developed into the Canadian Pacific Railway Company. Up to the close of 1880 the city's steady growth had gone on, and that year the population went up to over 12,000 and the value of assessed property to over \$4,000,000. When, however, the C. P. R. syndicate took hold of matters in 1881, the period of uncertainty ended abruptly, and the people freed from all uncertainty, and aided by a rush from the east imbued with the same new hopes, and feeling of over-certainty, a plunge into a period of boom was the reasonable result, although to speak paradoxically every one seemed to have lost their reason in the boom.

Those who passed through the first great boom of Winnipeg and Manitoba generally, will never forget those exciting days of 1881-2, when the most conservative business men in the city, and in eastern cities also, seemed to have thrown aside all business caution and lost their heads completely. A description of the crazy time cannot be given in detail here, but the reader can guess at it from the increase in the estimated value of assessed property in the city. In 1880 it was placed below \$4,500,000, but in 1882 the city assessor

made out a total valuation of over \$30,000,000, and in 1883 the figures rose to \$32,883,270, the point at which inflation in this respect ceased, and a decided turn in the other direction set in. In 1882-3 the city had a population of over 25,000, made up largely of a floating class, thousands of whom had to live in tents. The decline in population set in during the year last named, and in 1884 the decline in assessed value of property came also, when the total figures dropped to \$27,444,700. This went on until 1886 when the figures went down to \$19,286,903, and the city's population did not exceed 19,000. The addition of solid buildings had materially increased the actual value of city property, but inflated values in 1886 were only a dream of the past. The speculative driftwood of the boom had all left the city; the half-breed rebellion of the North Saskatchewan in 1885 had given the city a hard blow in a temporary sense, although it afterwards turned out to be a great advertisement of the vast resources of the Canadian North-West. The people left were those who meant to stay. They were all more or less engaged in the work of laying the foundations of a great city in Winnipeg, for while there was many a tight squeeze for the remaining citizens after the collapse of inflation, the decade of the eighties was after all

THE PERIOD OF ORGANIZATION

The boom of 1881-2 was not all effervescent trash, for genuine progress was made during those two years, especially 1881. A carefully compiled pamphlet on the city's business published in the beginning of 1882, the gist of which was afterwards recapitulated in an annual report of the Board of Trade, gave some very interesting if not startling figures. The figures therein given included the following: Over fifty mercantile houses doing more or less of a wholesale or jobbing business; thirty-three commercial travellers on the road representing Winnipeg houses. The aggregate of wholesale business done in 1881 was placed at \$6,236,000, and the total mercantile business of the city at \$20,120,000, the value of imports from outside Canada at \$2,994,838, and the customs duties collected at \$652,898.28; a wondrous showing for a city which two years previously had only about 12,000 population.

Possibly Winnipeg would have dwindled to much smaller proportions after the collapse of the boom, had it not been for the energy and enterprise displayed by the new C. P. R. syndicate. Before the close of 1883 the main line construction was nearing the South Saskatchewan, and the C. P. R. South-Western branch was open as far as Manitou, 100 miles. By the close of 1884 communication with Port Arthur on Lake Superior was open, and the constructors westward were laying rails at the foot of the Rocky Mountains. By the close of 1886 a clear all-rail route over this road was completed from Montreal to the Pacific coast. This energy stimulated the citizens of Winnipeg and under all the presence of depression, they kept steadily organizing the business affairs of their city. In 1883 the great new roller mill of the Ogilvie Company was completed and in full swing, as was also the roller mill of the Hudson's Bay Company, and the city mill of Captain, now Sir D. H. McMillan, was remodelled and fitted with roller machinery. That year Winnipeg was raised to the position of grain inspection centre

for Manitoba, and the late Major Clark appointed the first inspector. Next year a hide and leather inspector was also appointed. Later on a Grain Exchange was organized, and has since grown into the great mart that it is. In 1887 a plethoric crop of all products was reaped, and through Winnipeg were exported over 10,000,000 bushels of wheat, besides other products in such abundance as to bring the total exports from that crop up to an aggregate of nearly \$11,000,000. Before the close of the decade the railway monopoly held by the C. P. R. Company, which had been such a fruitful cause of discontent, was swept away by Dominion legislation, and when the city entered on the decade of the nineties the Northern Pacific Railway was into the city and spreading its lines over the Province, thus giving the railway competition by the south so long clamored for.

Winnipeg went back considerably during 1883-4-5 after the collapse of the boom, but when the nineties were entered all was gained back, and more added, and the city had entered upon its

PERIOD OF SOLID PROGRESS

Solid progress indeed was made in Winnipeg during the closing decade of the past century. In 1893 a Bank Clearing House was established in the city, and that has since furnished the most reliable of all proofs of the city's progress. Taken beside the figures of grain exports, a perfect index to the trade feeling, not only in the city but the whole North-West, can be had. Grain exporting had commenced as early as 1878, when about 11,000 bushels of the wheat crop of 1877 went up the Red River in steamboats to go east via Duluth. When the C. P. R. opened to Port Arthur in 1884, furnishing the first all-Canadian route for freight to Eastern Canada, the country had over 4,000,000 bushels of wheat of that year's crop to go out. The big crop of 1887 marked another important export point, and in 1894 the export figures had risen to 15,000,000 bushels, while the bank clearing returns made a total of \$35,540,647. The crop of 1895 was an enormous one, and the exports from the same aggregated 29,000,000 bushels, and the clearing house returns for the year footed up to \$55,873,630. The year 1896 brought probably the poorest crop in the history of the North-West, and exports dropped to about 14,000,000 bushels, while bank clearing returns increased in aggregate for the year to \$64,146,438. During the following year the bank clearing record went to the aggregate of \$84,435,832, while the exports from that year's wheat crop went up to 22,000,000 bushels. The crop of 1898 increased the year's exports of wheat only about 1,000,000 bushels, while the clearing house returns for the year went up to \$90,674,325. In 1899 a good crop increased exports therefrom to over 30,000,000 bushels, and the clearing house returns for the year went up to \$107,786,814. The year 1900 brought a partial failure of crop, and wheat exports for the year went down to a little over 17,000,000 bushels; yet the clearing house returns for the year showed only a trifling falling off, the aggregate figures being \$106,956,792.

So the century closed in these matters, while other branches of business prospered in keeping. During the last three years of the century closed, building operations in the city called for an annual expenditure of at least \$750,000,

and cattle exports by Winnipeg firms aggregated several years over 75,000 head, or in cash value about \$3,000,000. Building in 1902 called for at least \$1,750,000, and 1903 will give an aggregate of about \$2,500,000. In fact since the opening of the twentieth century Winnipeg has had a business boom; but it is a boom upon a solid basis, and utterly free from what can be called inflation. The heart and centre of a new country into which over 108,000 new settlers have flocked during the first nine months of 1903, can stand a big share of prosperity before it can be accused of inflation.

But to return to exports and bank clearings. In 1901 a crop was raised from which 50,000,000 bushels of wheat were exported, and the bank clearing returns for that year aggregated \$134,199,483. From the crop of 1902 wheat exports reached 52,000,000 bushels and the bank clearing returns for that year reached the enormous aggregate of \$188,370,003. What the exports from the crop of 1903 will aggregate cannot be known for nine months longer; but the bank clearing returns promise to fall but little short of \$250,000,000. This estimate is only a forecast, but all previous figures are not guessed at, but are official in every instance.

Of course there are pessimists moving around who would like to make people believe that the present era of rapid progress in Winnipeg and the country tributary to it, in a commercial and financial sense, is only another bubble like the one that glistened in the sunlight of speculative cupidity in 1881, but collapsed the following year. Such pessimists probably do not know the fact, or rather do not want to know it, that in 1881 there was the unbroken prairie and unsettled lands, with less than 100,000 people sprinkled over them; the unorganized jumble of society crowded in from everywhere, and looked to imports from other places for the bulk of the food they required. Crazy speculation had forced real estate prices and other matters which expand with prosperity, to higher figures than they have reached to-day, in the citadel of a great new empire, which can produce bread enough to feed its own people and export enough to feed 10,000,000 more to other less favored lands. The day is long past when Winnipeg and its affairs could be made a prey for any combination of speculative driftwood to manipulate.

As a field for legitimate speculation Winnipeg has no equal in Canada. But the days of marginal gambling are long past and gone. Speculative investment has no doubt contributed some to the present prosperity, but the rapid increase in farmer settlers, and their energy in production have laid the foundation. The greatest of all the auxiliary forces in stimulating this wondrous growth and prosperity has been the energy and enterprise which have been developed in railway construction and extension. The Canadian Northern, with its fresh outlet to Lake Superior and 3,000 miles of road over our prairies, is one great part of the power; the energetic rivalry it has stirred up in C. P. R. management is another part, and the evident determination of the Grand Trunk management to enter and span the North-West is another part. With three giant corporations competing for the carrying trade of the country, and fighting for it as such giants usually do fight, the outlook for progress over all this broad land is certainly bright, and that of Winnipeg, the

citadel of the great new empire, is equally so. Great as has been Winnipeg's trade growth up to the present time, its position now, compared with what it cannot fail to be a quarter of a century hence, is like a comparison of a huckster stall with a busy mart.

A SHORT FINANCIAL REVIEW

Furnishes a pretty clear index, not only to Winnipeg's growth, but also to its importance as a centre in that respect. Outside of the actual bankers' figures, there are other financial keys to the situation. We have in Canada a large number of loan and mortgage companies, whose financial field is confined to real estate, so that they are practically the real estate banks of the Dominion. It is now about thirty years since the two first companies of that class began business in the city, and the business was but slow until the boom of 1881-2 set in, and by the beginning of the last named year about a dozen companies had entered the field, and the aggregate loans before the close of that year went up to about \$7,500,000. Quite a few of the companies withdrew after the collapse of the boom, and for a good many years new ventures in that line were not numerous. The nineties decade was well entered into before any active competition for such business began. Even at the low valuations of real estate in those days, loans carried until a dozen years ago eight per cent. on the farm loans, and on the best city revenue producing property six per cent. was the minimum rate. Before the close of the past century the competition became much keener, and an amalgamation of four companies, which had been doing business here for years, created a corporation, which now has more money in North-Western loans than all the companies doing business here twenty years ago had then. Three years ago there were eight companies which had regular North-Western head offices in Winnipeg, and these eight companies had out in mortgage loans in the North-West nearly \$15,000,000. The number has increased one since then, but the aggregate of loans has increased very rapidly, and now near the close of 1903 it is very close to \$26,000,000. One company has nearly \$8,000,000, and the three leading companies aggregate over \$15,000,000. Taking the investments of insurance companies, and other such institutions, and the loans by companies, Canadian and British, which have no local head office here, and the total aggregate will be increased by over \$7,000,000. The city at the present time can find good paying places for practically unlimited funds for mortgage loans. The rapid growth of the whole country, besides the growth of the other cities and towns besides Winnipeg, and the building up of the city itself, combine to furnish a financial maw, ready to swallow millions annually for many years to come. Interest on farm loans now stands at six per cent. for first-class investments, while in the city money can be borrowed on the bulk of the best rent producing central property as low as four and a half per cent. The regular rate on good loans is five per cent.

Regarding the city's banking institutions, the state of affairs shows unmistakable prosperity. The Merchants Bank of Canada was the pioneer bank here, being located in 1872. The same decade the Bank of Montreal, the Imperial Bank, and the Ontario Bank were opened, and by the beginning of 1882 nine chartered banks were open and doing business in

the city. Several afterwards withdrew from the field, and while others came, the number did not increase beyond that number until near the close of the nineteenth century. Since the new century opened the number has grown to thirteen, and the thirteen banks now doing business in the City of Winnipeg represent paid up capital amounting to \$55,229,259, and reserve on rest of \$33,437,153, or total resources of \$88,666,412.

Though in 1902 the bank clearing house returns made the grand aggregate of \$188,370,003, the present year's figures will show a large increase. For the first nine months, or up to the end of September the total figures amount to \$163,105,124. With the three heaviest export months of the year still to come, the figures will certainly be very close to \$250,000,000 for the year 1903.

It does seem marvellous, when we look at such figures in connection with a young city, which thirty-three years ago, was only a frontier hamlet, with a population not exceeding 250 souls.

But Winnipeg, besides having had a wonderful commercial growth, has made equally rapid progress in municipal, educational, social, moral and religious fields, and is now at the close of 1903 one of the best organized cities and communities in North America.

The city owns its own waterworks plant, and supplies its citizens at moderate rates with abundance of pure spring water drawn from artesian wells, sunk near the western limits of the city, which now has twenty square miles of a site. The water is clear, cold and pure, and seems as if drawn from a subterranean reservoir furnished by nature, the supply so far being practically unlimited. The citizens are indebted for this splendid water supply largely to the persistent advocacy of the artesian well system in bygone years by the present city engineer, Lieut.-Col. H. N. Ruttan. When some fifteen years ago he first proposed supplying the city with water from an artesian source, many were sceptical on the proposed project, and some men of standing ridiculed the whole thing. There are, however, no sceptics now, for the supply is forthcoming in abundance.

The city has, as will be seen by the engravings in this book, a magnificent City Hall and civic buildings in the heart of the city, three fire hall stations, and an efficient and up-to-date fire brigade, possessing the most modern appliances, and new sites have been purchased and construction commenced upon three additional fire stations in further outlying districts of the city. A commodious police station, and court room is another necessity well supplied; and the fine new Carnegie library, now in course of construction, will, no doubt, prove quite an improvement upon the well replenished institution of that class which the city has provided for the use of citizens for years back, in the City Hall building.

The following figures procured from the records in the city engineer's office, give an index to the magnitude of the work of municipal up-building which has been accomplished during the twenty-nine years since Winnipeg was incorporated. The city has now 125 miles of graded streets; 15½ miles of block paved streets; 30 miles of macadam paved streets; 12 miles of asphalt paved streets; 179 miles of plank sidewalks; 16 miles of granolithic and other artificial

stone paved sidewalks; 70 miles of sewers, and 80 miles of water mains.

Close building up of thoroughfares in Winnipeg has not as yet extended far beyond the centre of the city: but the rapid increase in the demands of trade for places of business, and the gradual thickening of the central portion of the residential districts, must soon greatly increase the area thus closely built. But close crowding, and the creation of a lungless centre to the city is a danger well guarded against. In the first place a city with several leading thoroughfares, 133 feet in width, and all other streets from 66 to 80 wide, can never be anything but an open well-aired city. Then in the location of every school building, central and suburban, a wide, open space for surroundings, has been reserved for all time to come. Then the city has six beautiful parks within its well built up limits, some of which are beautifully located by nature, and no expense has been spared to make them resorts of the most attractive description, where children and adults can enjoy a loiter or seat, where the surroundings are as sylvan-like as if twenty miles from any town. These little central parks aggregate an area of less than forty acres, but their cost at the present time would be something enormous. They were civic investments when their price was moderate, and while they have grown steadily in value, they have made corresponding progress in beauty. The city is now seeking one or more larger parks more for recreative purposes in the outer suburbs, and ere long these additions will be secured. All of these the city has secured at moderate figures, and indeed, all its real property investments have been of the most profitable character if increase in actual value counts for anything. For instance the present City Hall and Central Market, including the old buildings which preceded them, and all the blunders in acquiring and constructing them thrown in (for blunders are unavoidable in the organizing of a new city), cost the city somewhere about \$350,000. To-day the land on which they stand and the vacant space surrounding them is worth more than double that sum. Winnipeg is no debt burdened city, with little or no assets to show for the burden. It has assets worth millions of dollars, and its debt is no burden whatever to its ratepayers.

Winnipeg's progress educationally has been something phenomenal. From the log house, 15 by 24 feet in area, in which the first school was established in 1871, the outgrowth is almost bewildering in magnitude. As 1903 closes the city has eighteen public school buildings, including the collegiate institute. All of these are solid brick and stone buildings, constructed on the most modern plans, and the majority are truly imposing structures. These have accommodation for 8,856 pupils, and a little over 8,500 are now on the rolls. The total expenditure of the common school board for 1903 is about \$175,000, exclusive of \$85,000, which goes to capital account, being expenditure on new buildings and enlarging and rebuilding older ones. The staff of teachers numbers 152, which includes the ten required in the collegiate institute, from the graduates of which the fresh supply of teachers are drawn as required. It includes also the supervisors of the manual training branch. This addition of some three years ago, is meant to lay the foundation for our boys of a training as mechanical craftsmen, and it is having wonder-

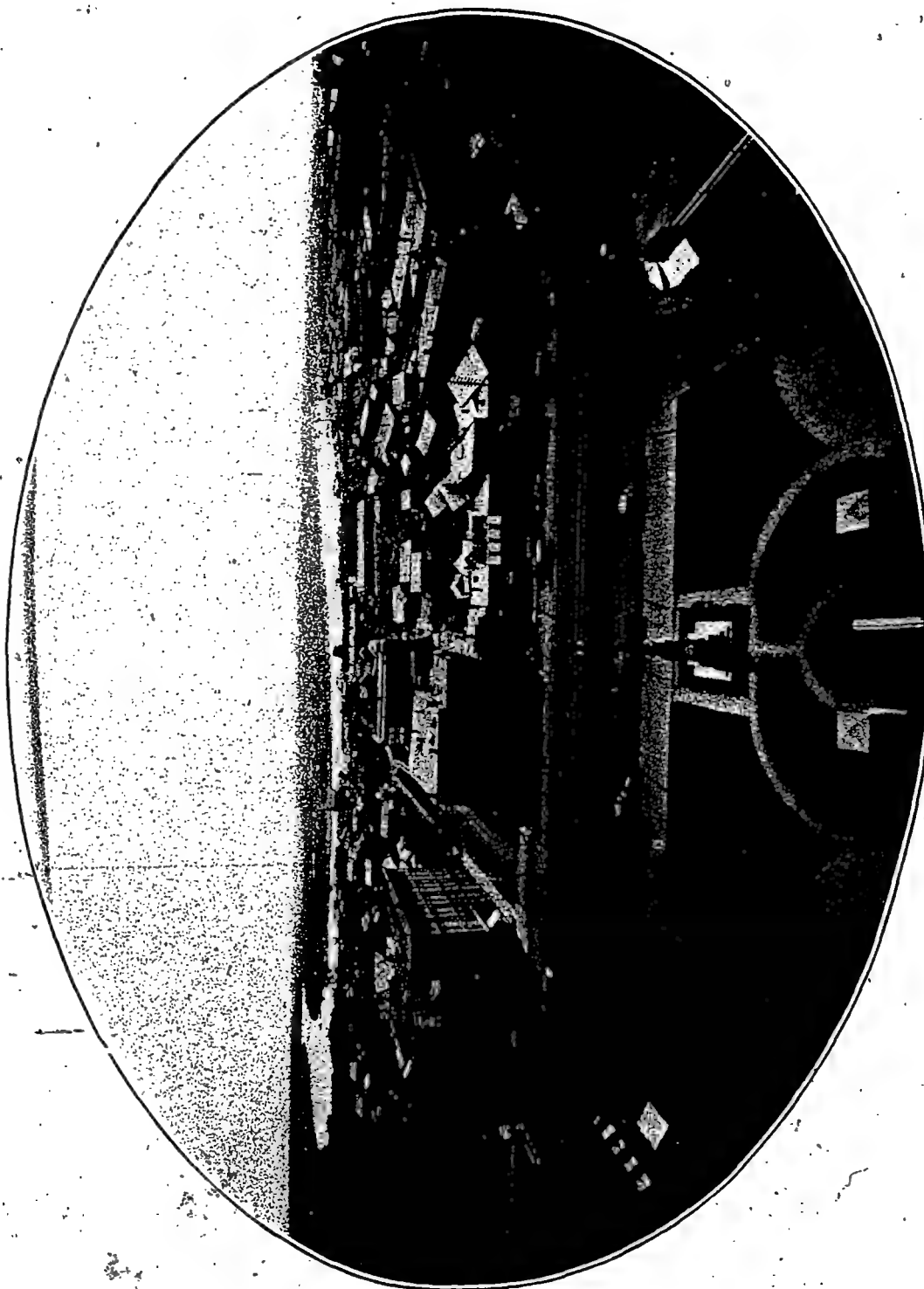
ful results in that direction. An instructor in marching and other military drill, who prepares teachers as assistant instructors, is another feature of the Winnipeg school system, and a general inspection of the school children of the city by this experienced officer, when at the close of a session they are paraded under their teacher officers, is one of the most inspiring sights ever made by a gathering of children. The city has the right man in this position; Major T. H. Billman, a military man capable of handling a brigade of men, and yet one who will take the greatest pains and patience with a small squad of fresh recruits. Truly Winnipeg's whole common school organization is one of which any community might well feel proud; and all its advantages are available for the children of its citizens free of charge, for elementary education is free in Winnipeg.

There are quite a number of private elementary schools, two of the most prominent of which are Havergal College, controlled by the Anglican church, and St. Mary's Academy, under the management of an Order of Sisters, who have done great work here for over a quarter of a century in the education of girls. Then there are the colleges for higher education; St. Boniface, under the control of the Roman Catholic church, St. John's, under the Anglican church, Manitoba, under the Presbyterian, and Wesley, under the Methodists. There is also a well organized Medical College, as well as a Pharmaceutical Institute. Above all is the University of Manitoba, with which all these colleges are in affiliation. The university is a teaching institution only in a limited sense, but it holds all the power for conferring degrees. It is strictly undenominational in a religious sense, and all religious denominations seem to work harmoniously under its charter. It confers its degrees and bestows its honors on men irrespective of their creed, race, nationality or color. Last must be noted the Deaf Mute College, a Provincial institution for the education of such pupils. The college is a monument to the true philanthropy of the people of the Province; and a visit to the institution and inquiry into its workings under Principal McDermaid and his assistants is almost as interesting a treat to the visitor as the city can furnish.

The religious, moral and social view of the city cannot be more aptly and concisely summed up than by quoting a paragraph from the pen of the writer; an extract from a booklet lately published:

"No claim can be laid in Winnipeg to a community of austere alleged saints. The people are too active and practical for that. The city has over sixty churches belonging to different denominations, or nearly one to each 1,000 of the population. About a dozen different sects are represented. \$200,000 will not more than cover the cost of church building for 1902-3, and the buildings are not purely ornamental, for in Winnipeg citizens attend church. Avowed religious sceptics are very rare, and yet there is an utter absence of sectarian bigotry or religious rancour. These are commodities the climate will not support, and they soon wilt and die after they are imported. Morally the city stands away above the average of far west centres. There is no dangerous criminal class, and crime is as a rule limited to trifling misdemeanors for a city magistrate to deal with. About a score of police easily keep order, and life and limb is safe; and the secret depravity not easily reached by law, does not exist in Winnipeg. Socially Winnipeg takes the palm. The city has scores of palatial mansions inhabited by wealthy men of plain practical ideas, whose greatest aim is the work of building up commercially, industrially, socially and morally the city they live in. Winnipeg has hundreds of smaller cottages and villa homes occupied by men of limited means, who are equally earnest in the same commendable work. The city has in her university and colleges teachers of continental fame, who devote much of their efforts towards the community's upbuilding also. In outdoor sports the city seems to revel, especially during winter, when all spare time is taken up with the round of skating, curling, snowshoeing, hockey, football and other contests, in which all distinctions of wealth, nationality, race and such like are completely lost, and in which the city has more than once turned out champions for the Dominion. The upbuilding of their own city and its supremacy in sports seems to be general aims, earnestly and keenly followed by all; and in a community with so much united earnestness of aim, there is immunity from the rigid social grading too common in older communities, where wealth, social standing and other advantages are largely matters of inheritance. Winnipeg has in its community a full share of education, culture and true refinement, but the 'snob' is there an animal as yet unevolved."

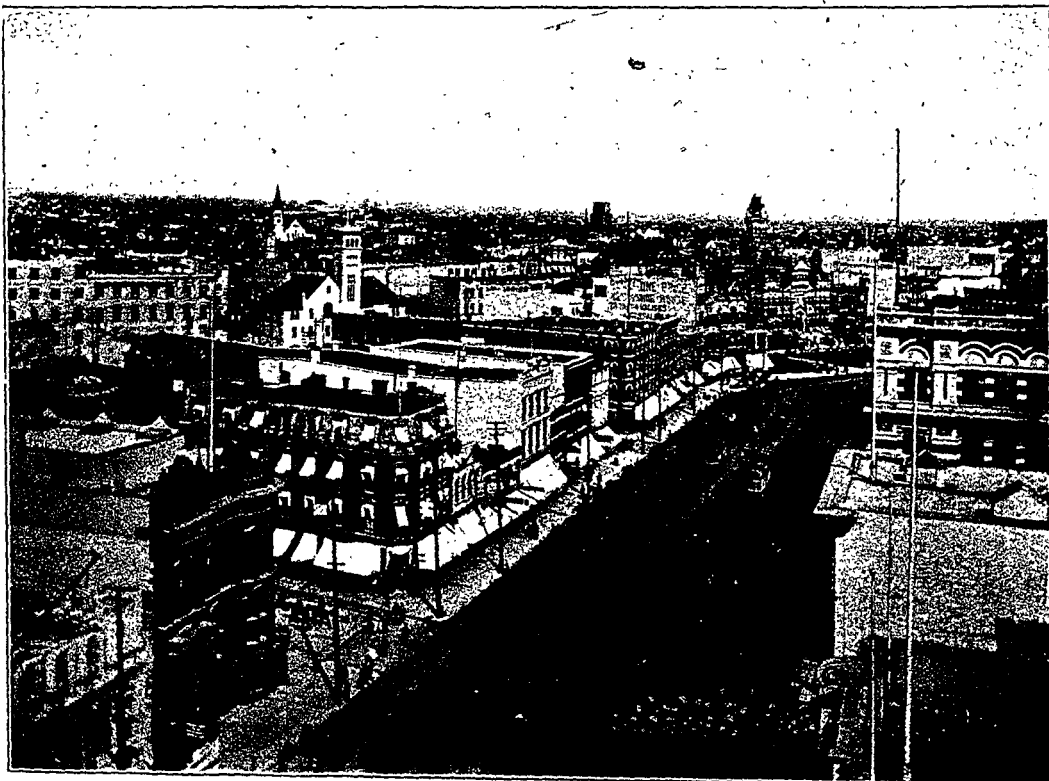




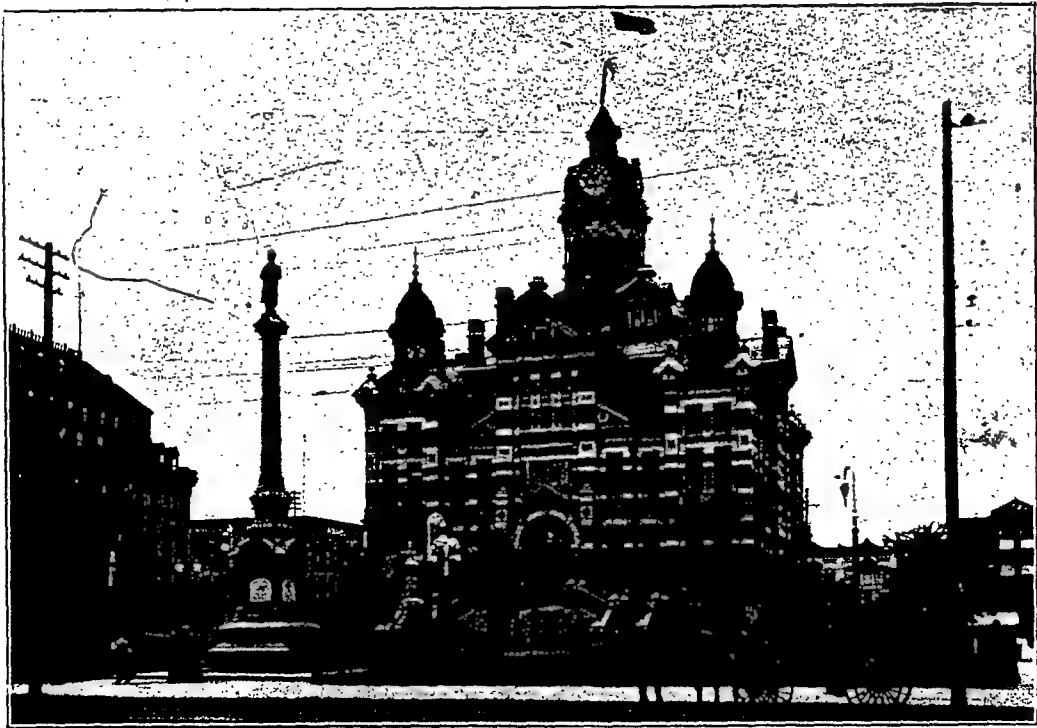
WINNIPEG. LOOKING EAST FROM CITY HALL.



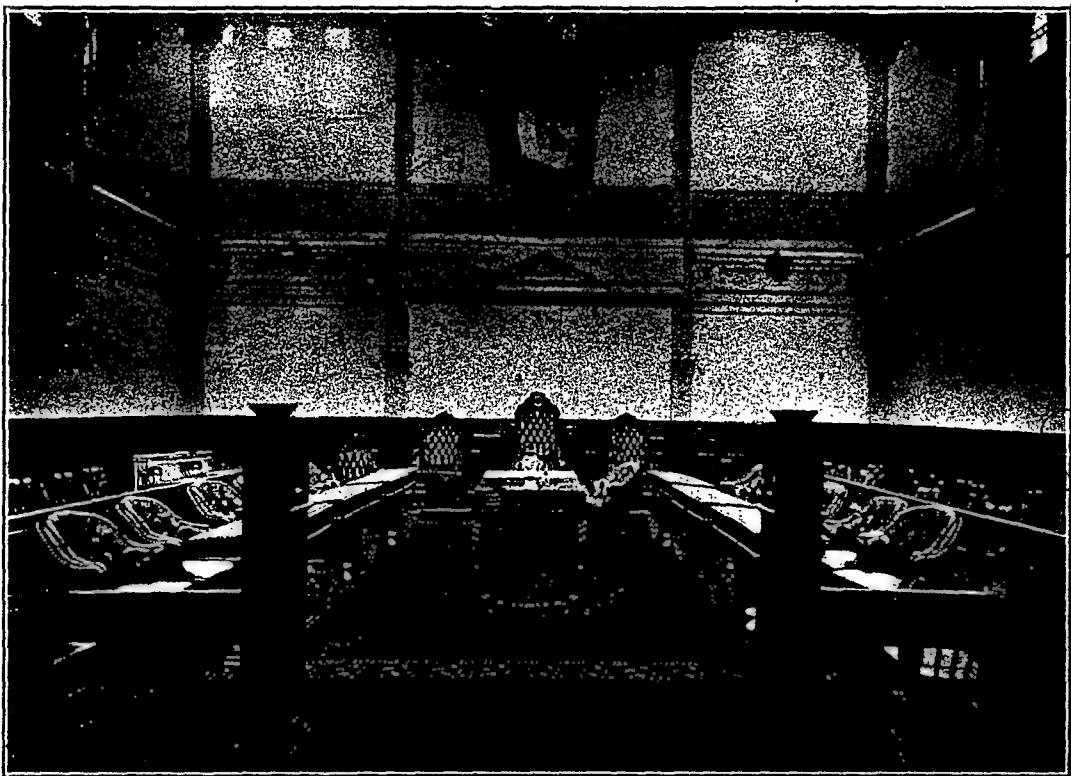
COLONY STREET, LOOKING NORTH



WINNIPEG, LOOKING NORTH FROM MERCHANTS BANK



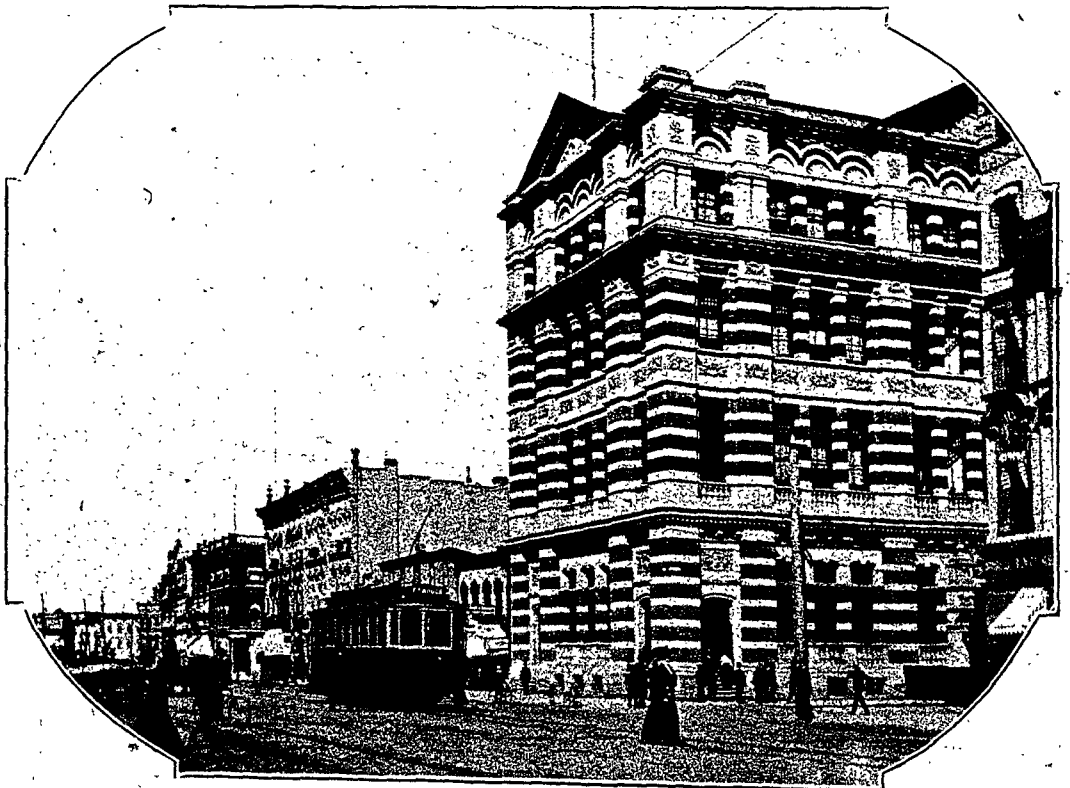
• CITY HALL



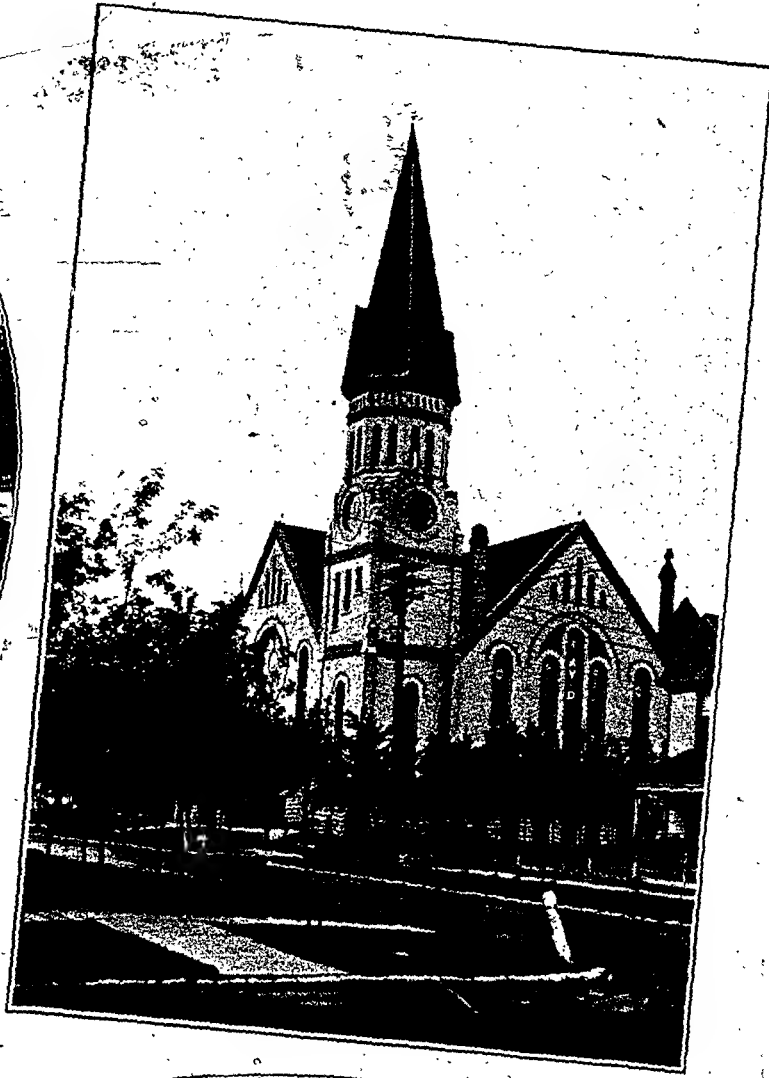
COUNCIL CHAMBER



KENNEDY STREET SOUTH



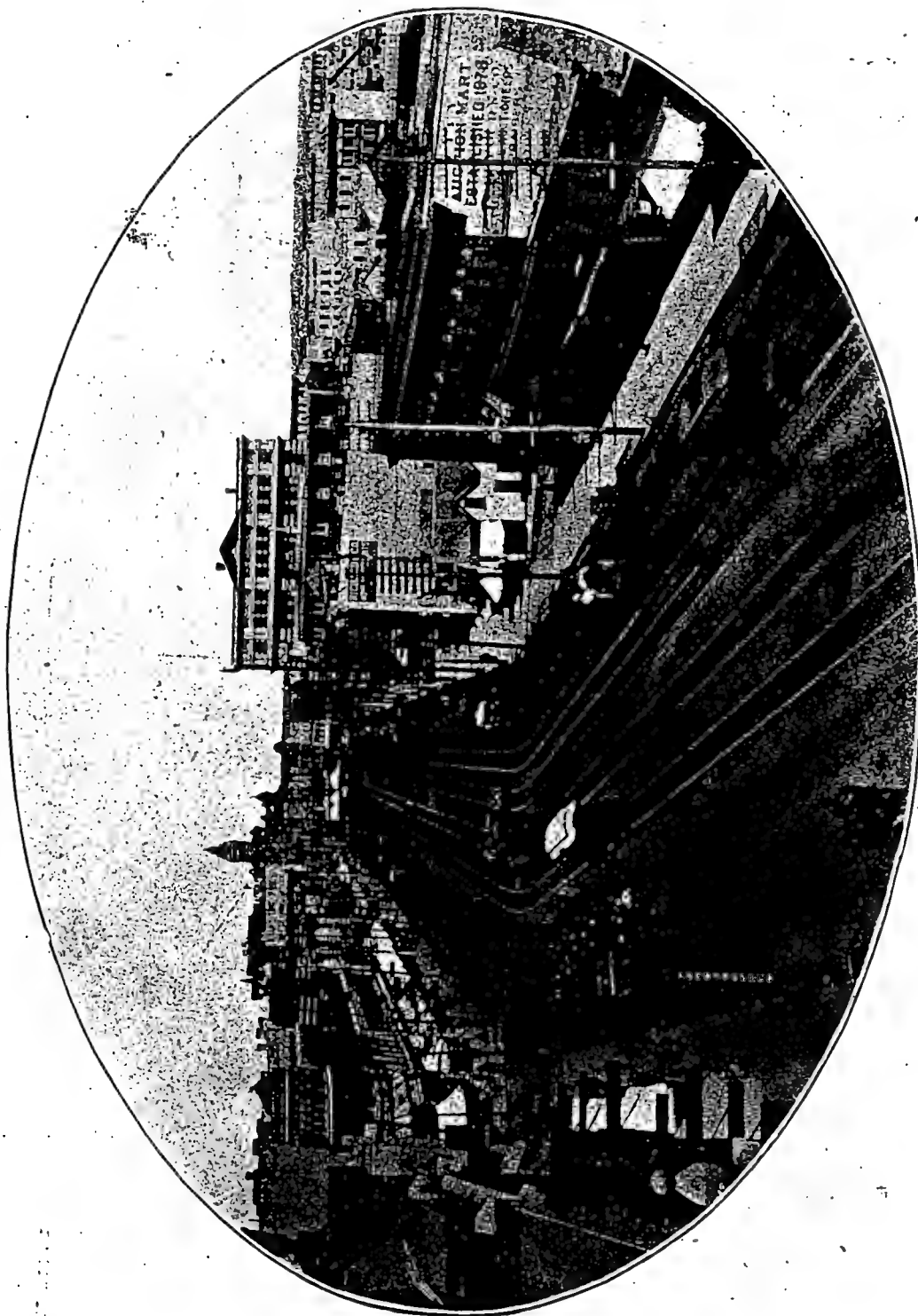
MAIN STREET, LOOKING NORTH



Hargrave St., looking south from Broadway

GROVE AT ELM PARK

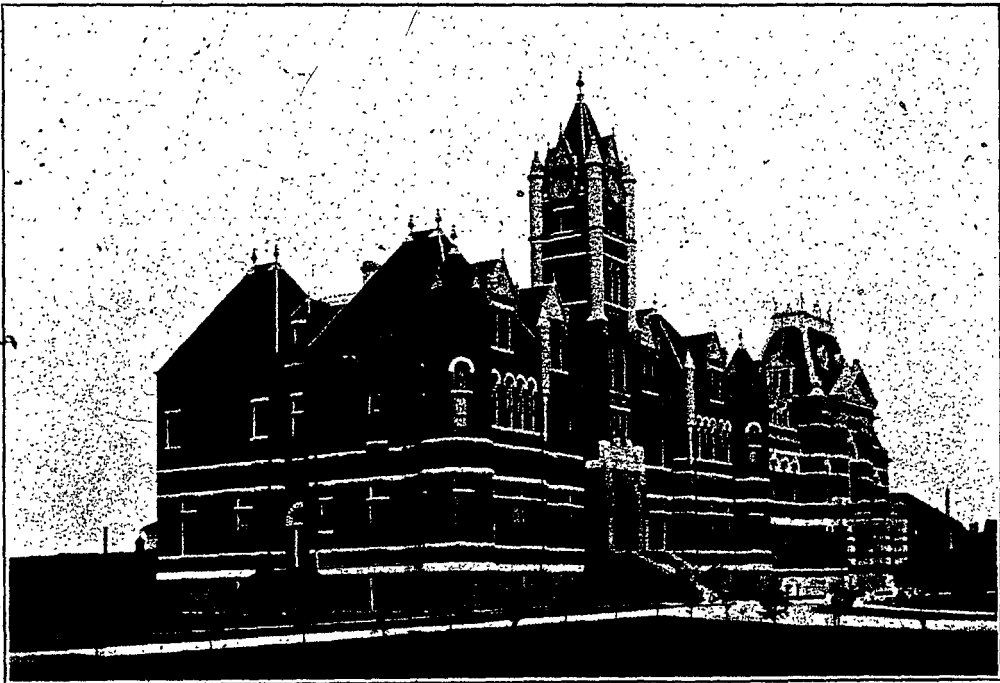
ST. ANDREW'S CHURCH



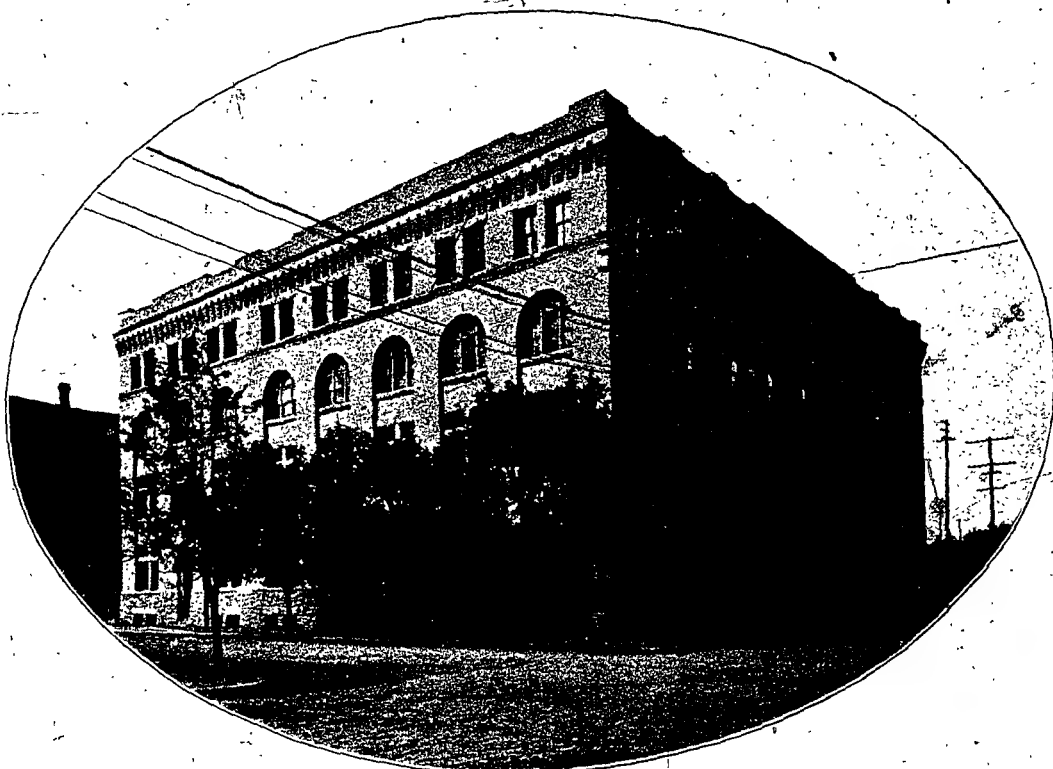
MAIN STREET. LOOKING NORTH



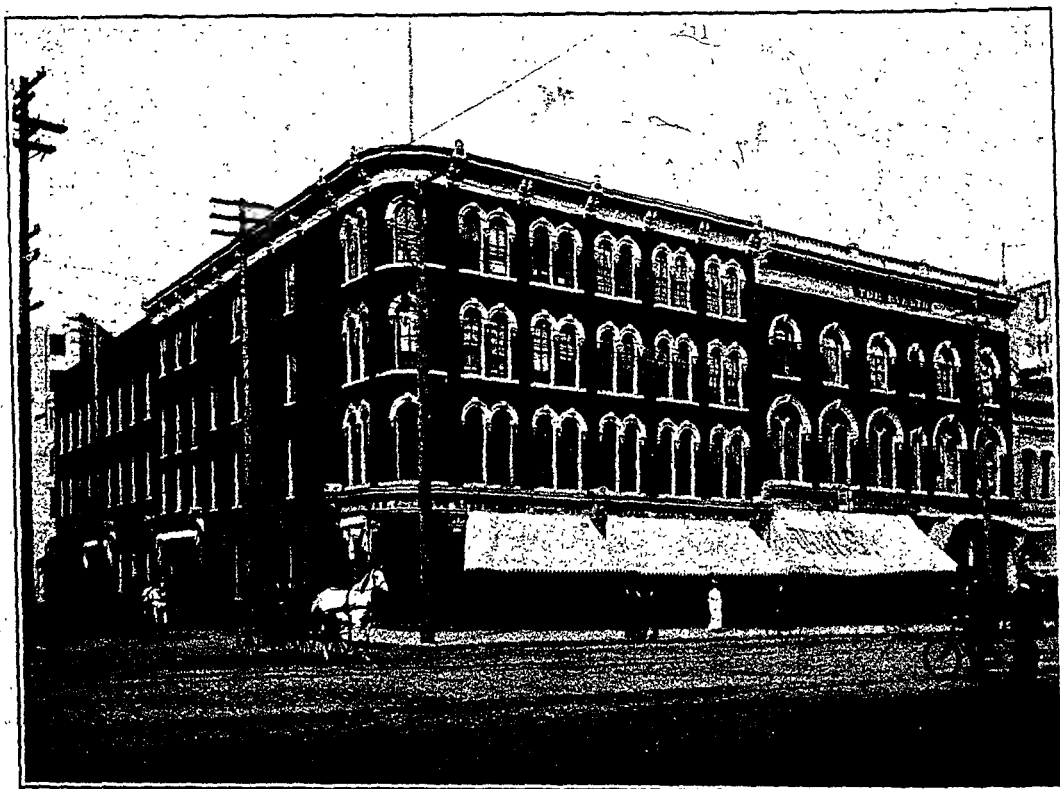
GROVE, ELM PARK



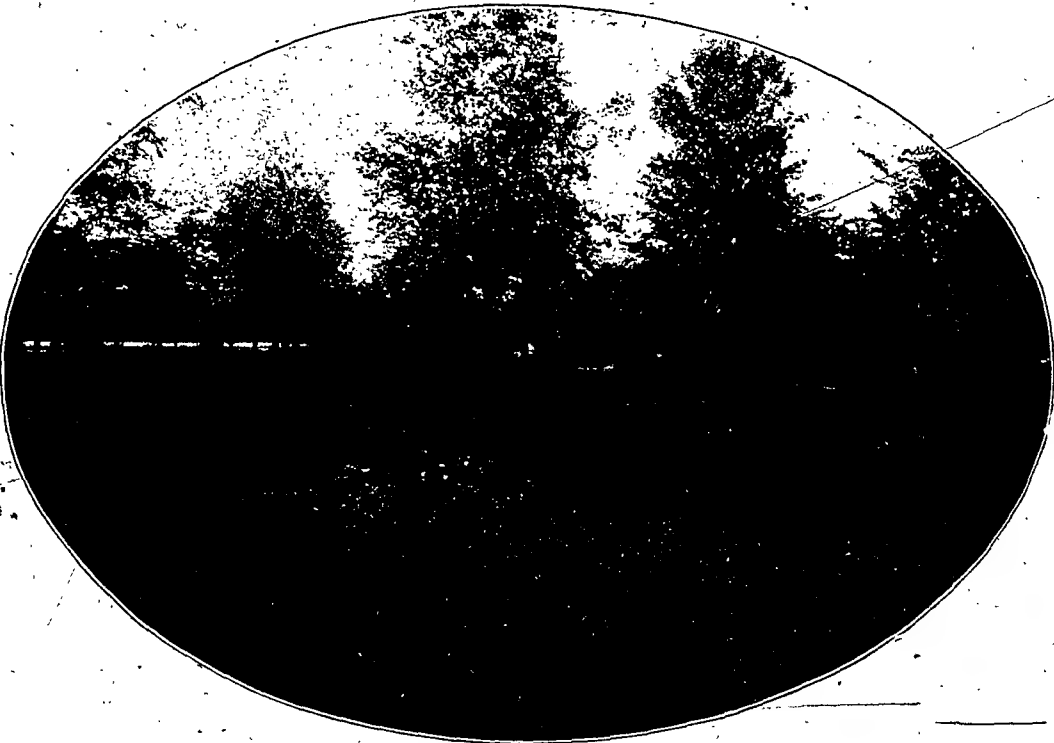
COURT HOUSE



WHOLESALE WAREHOUSE OF J. H. ASHDOWN, HARDWARE.



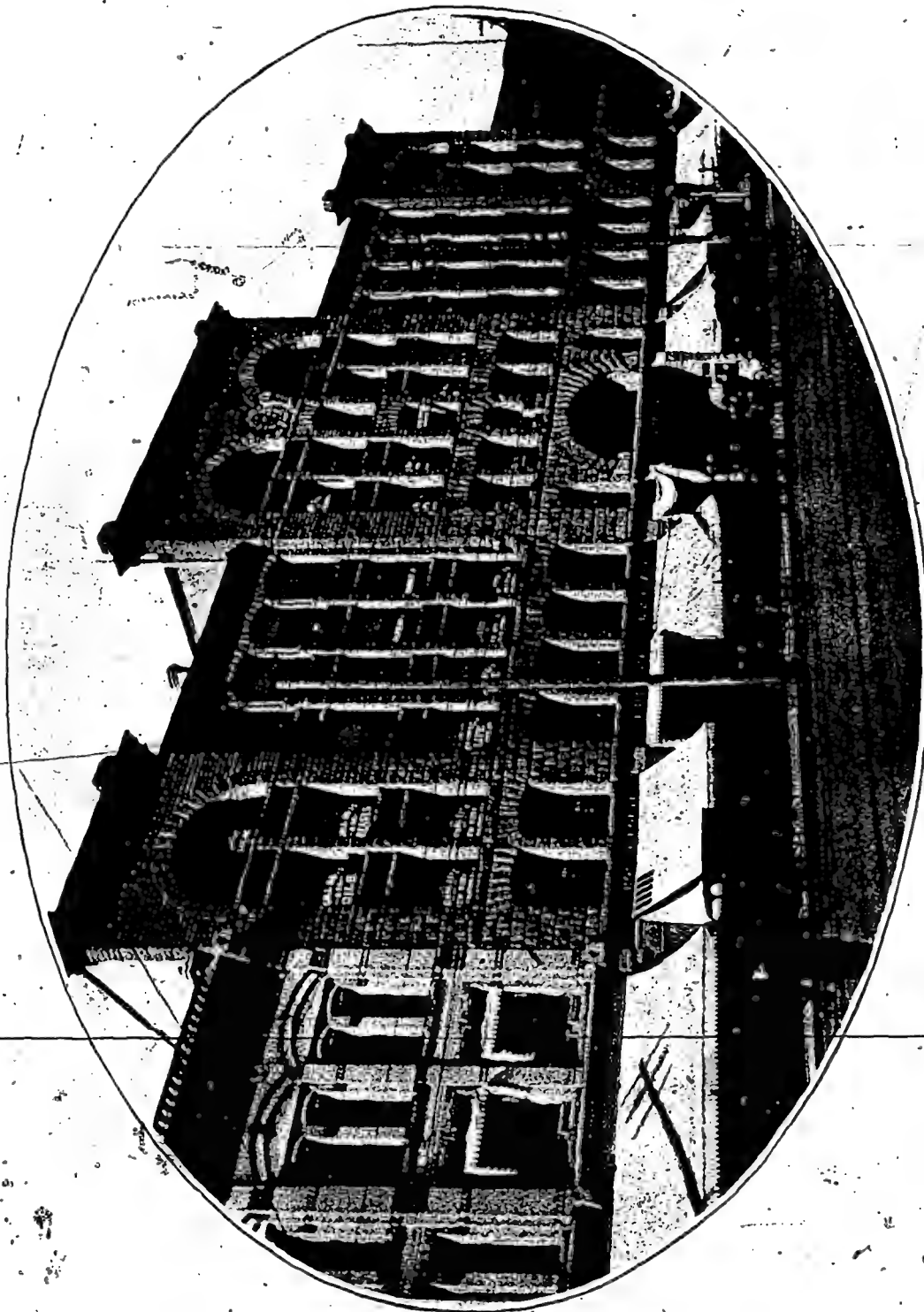
RETAIL STORES OF J. H. ASHDOWN, HARDWARE.



LAWN OF RESIDENCE, BANK OF MONTREAL.



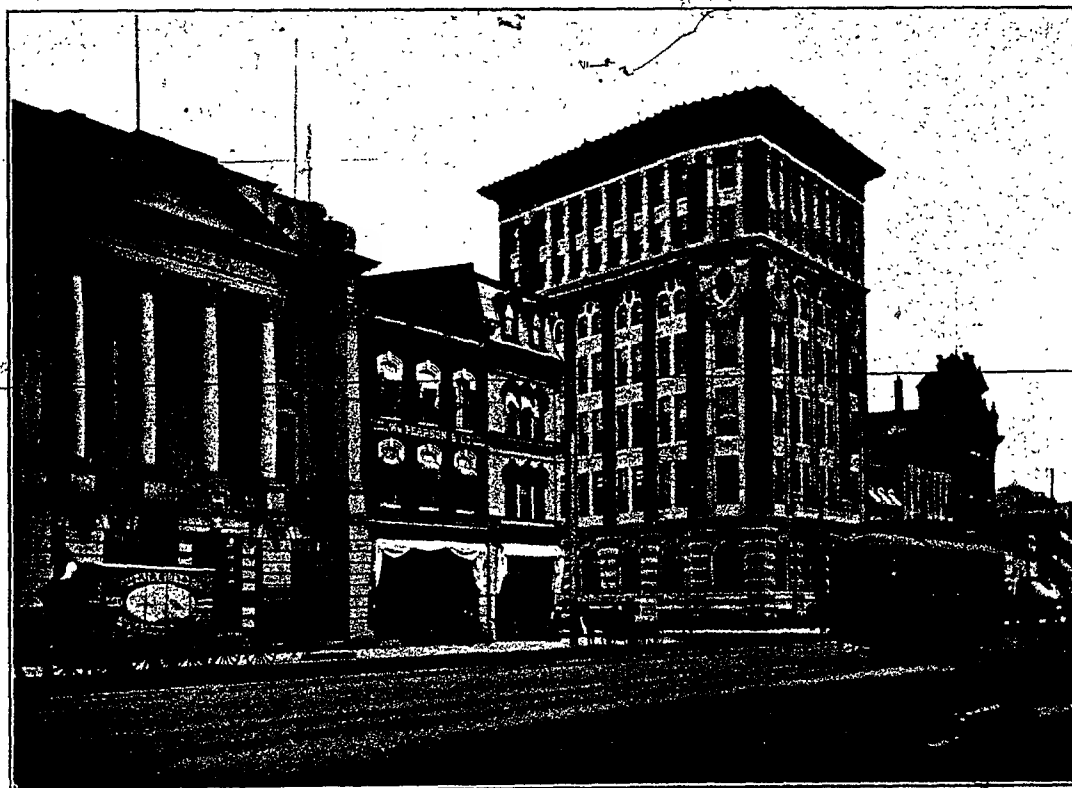
DRIVEWAY TO RESIDENCE, BANK OF MONTREAL.



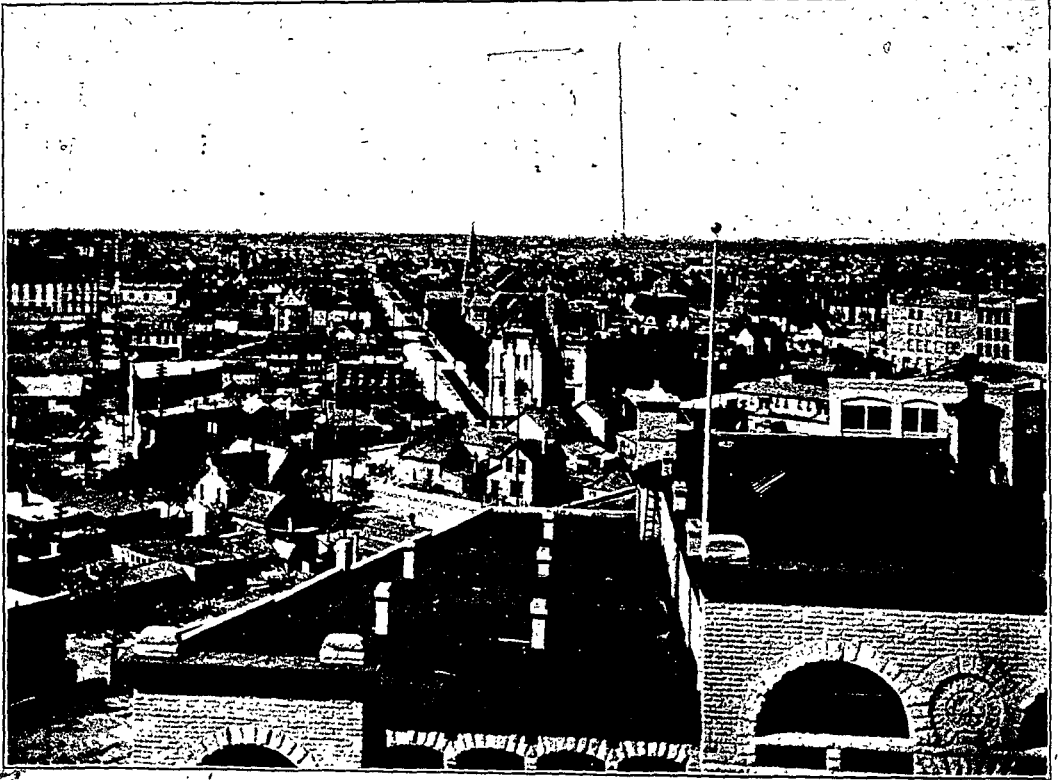
MENTYRE BLOCK



RED RIVER, LOOKING NORTH



MERCHANTS BANK



WINNIPEG, LOOKING-WEST



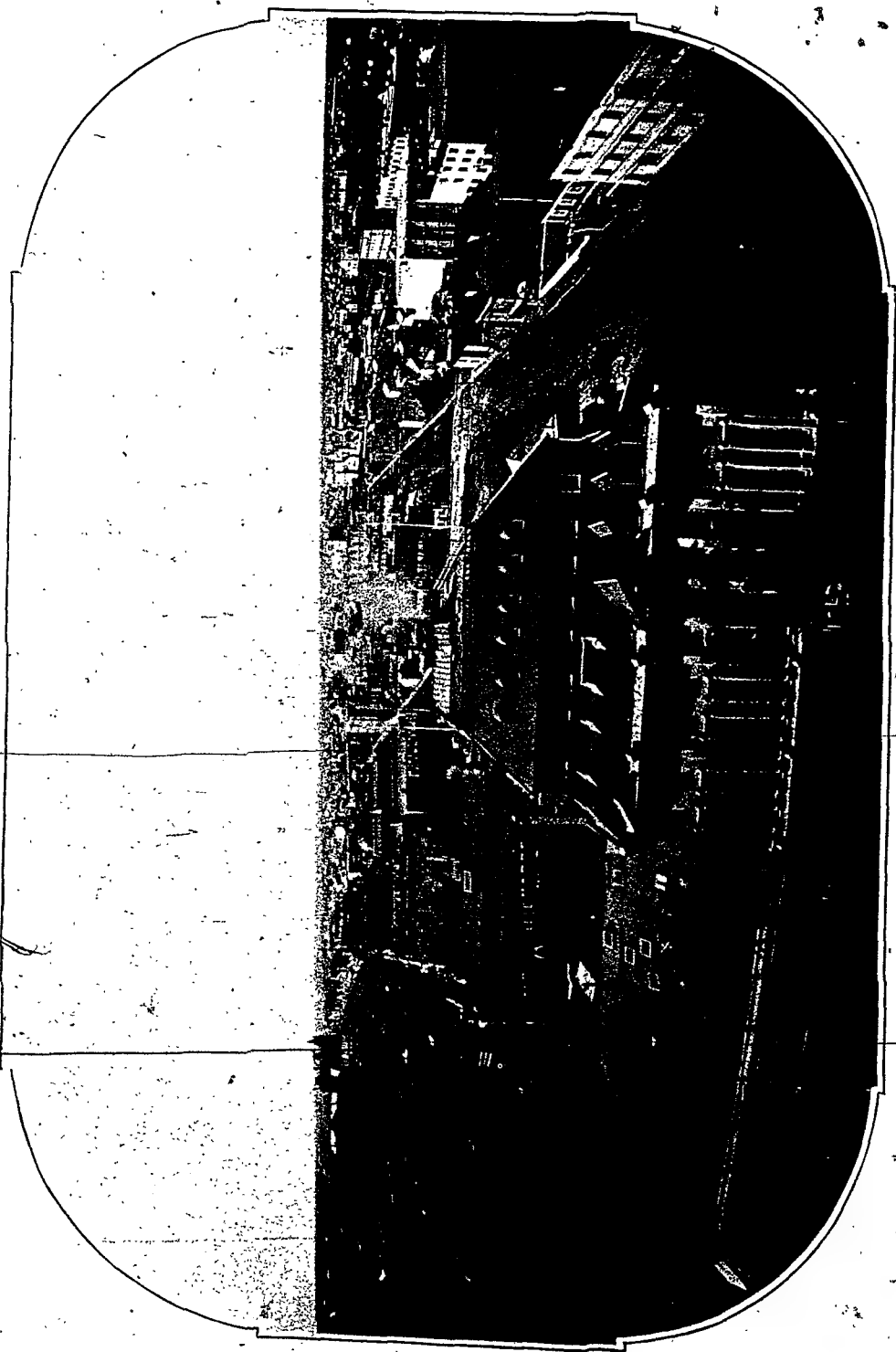
OSBORNE BRIDGE



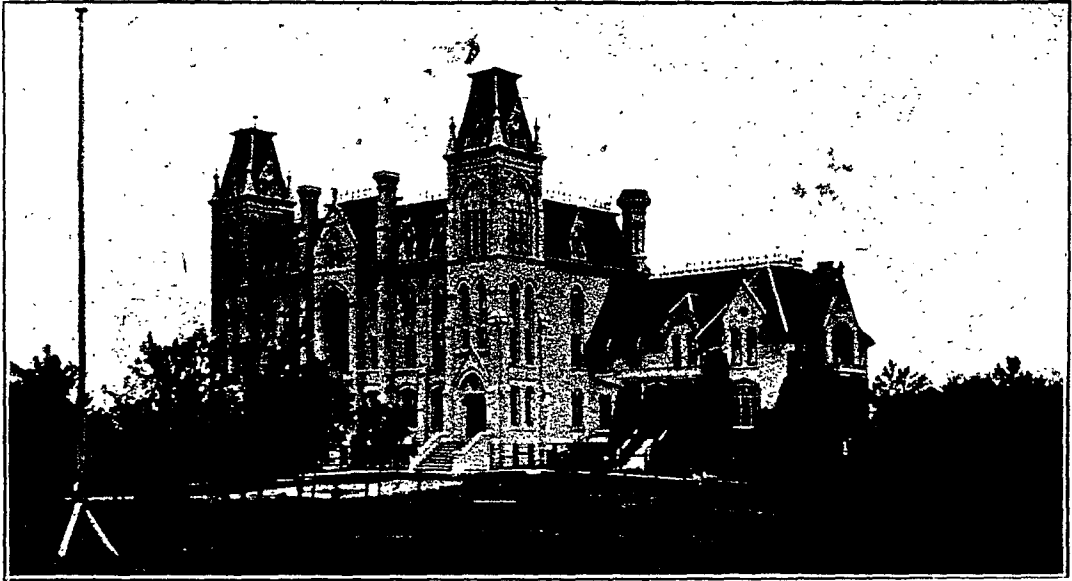
LOOKING SOUTH FROM OSBORNE BRIDGE



MAIN STREET SOUTH



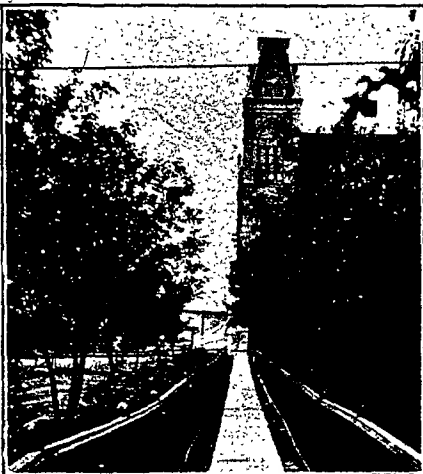
WINNIPEG, LOOKING SOUTH



ST. JOHN'S COLLEGE



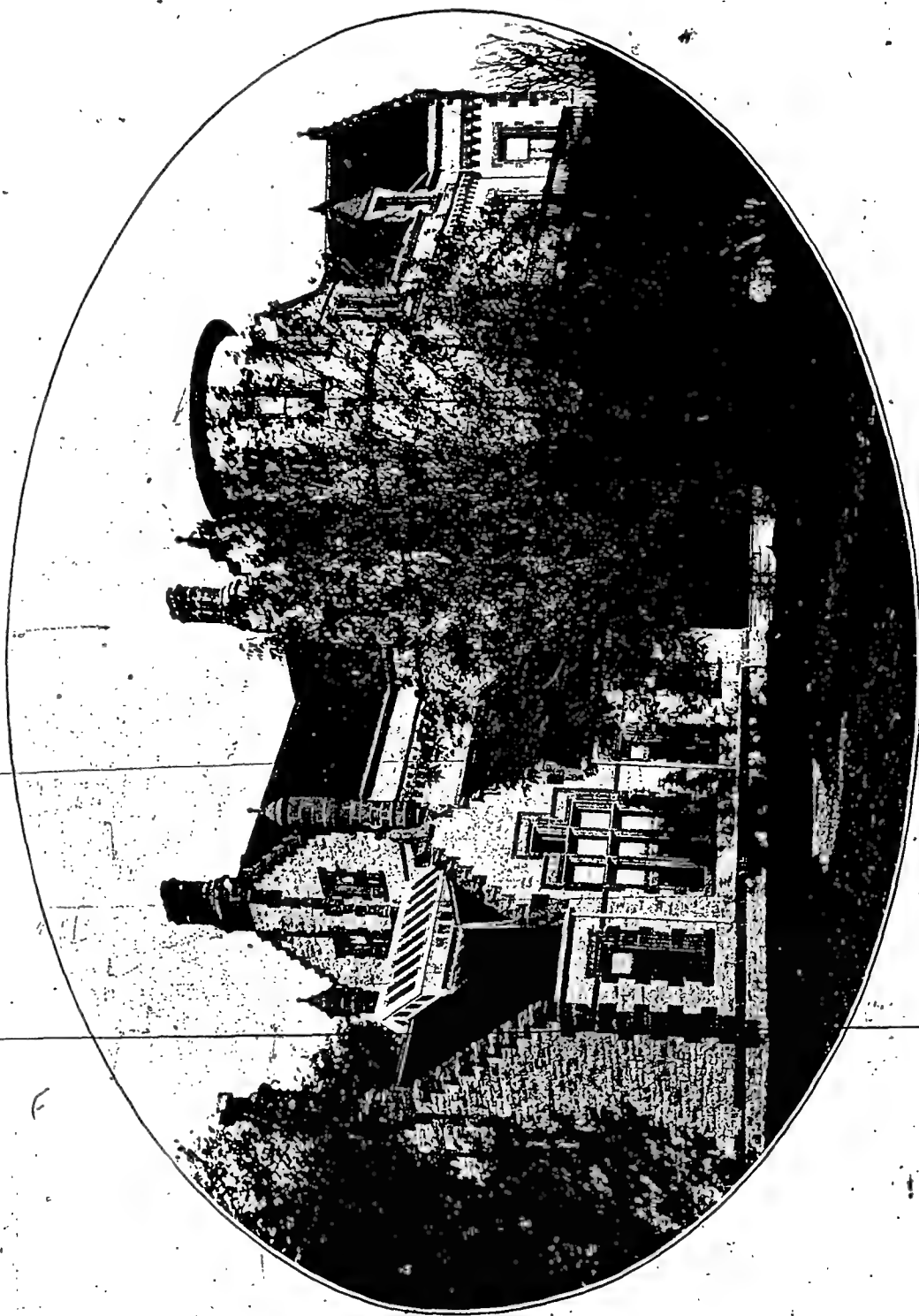
END VIEW, ST. JOHN'S CATHEDRAL



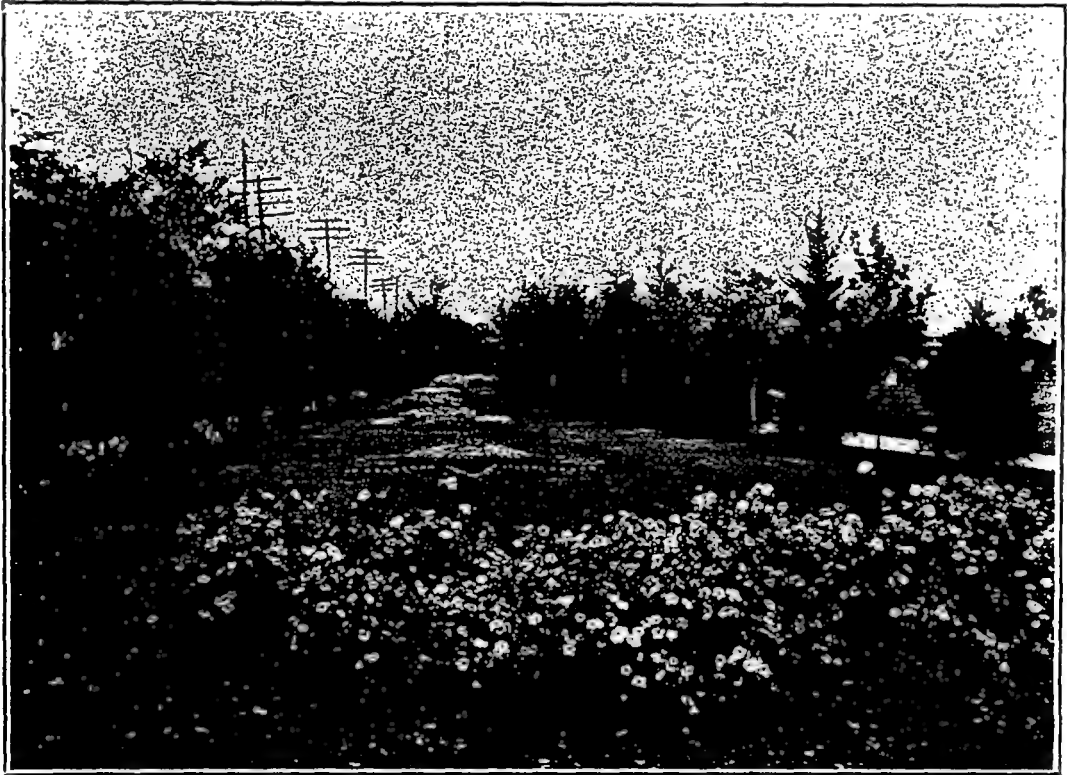
Entrance to St. John's College



ST. JOHN'S CATHEDRAL



"RAVENS COURT" RESIDENCE OF STEWART TUPPER



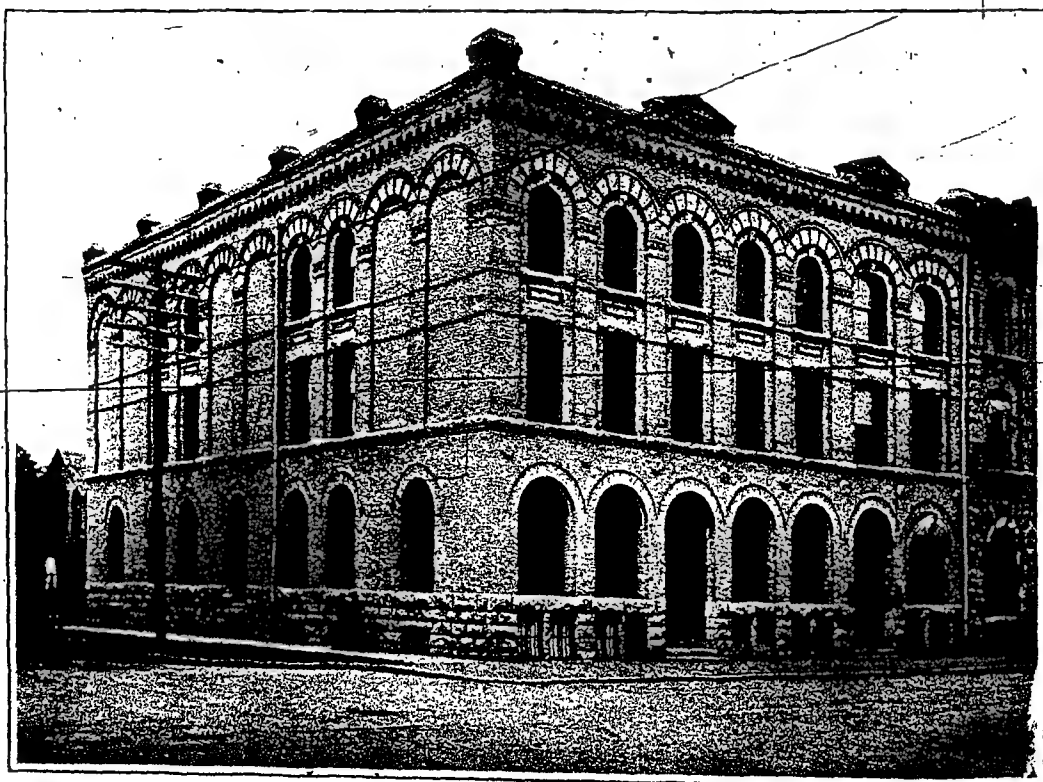
FLOWER BEDS, ST. JOHN'S PARK



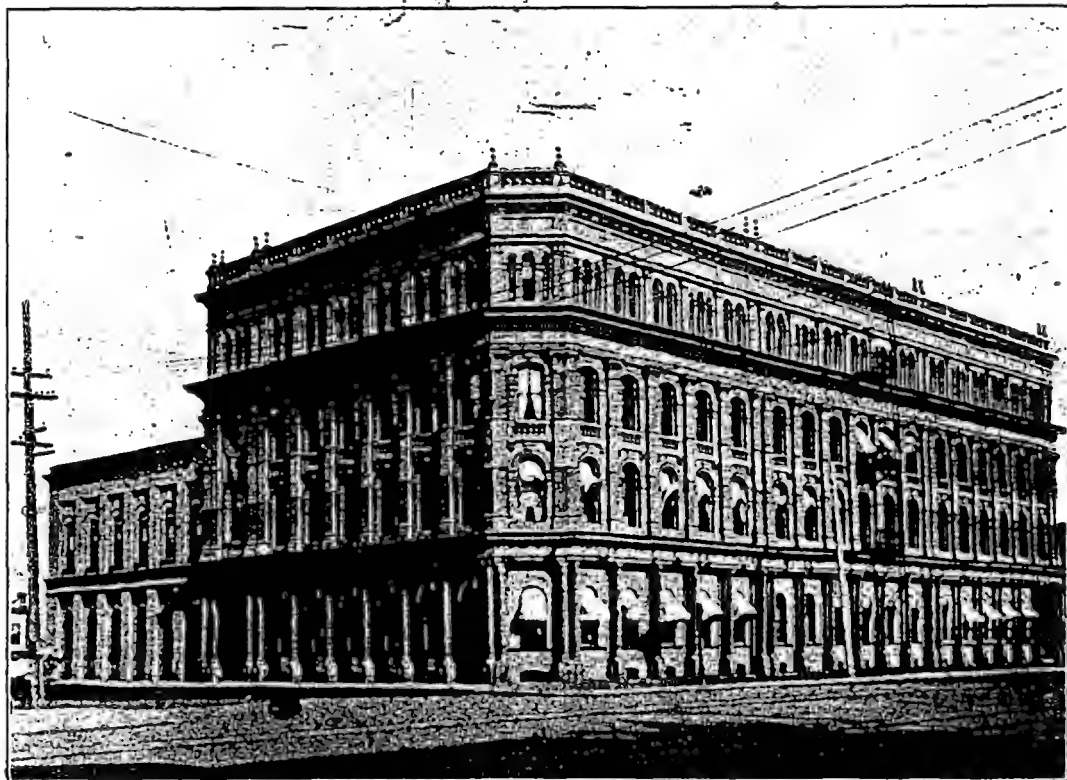
RESIDENCE OF W. J. HAMMOND



BROADWAY, LOOKING EAST



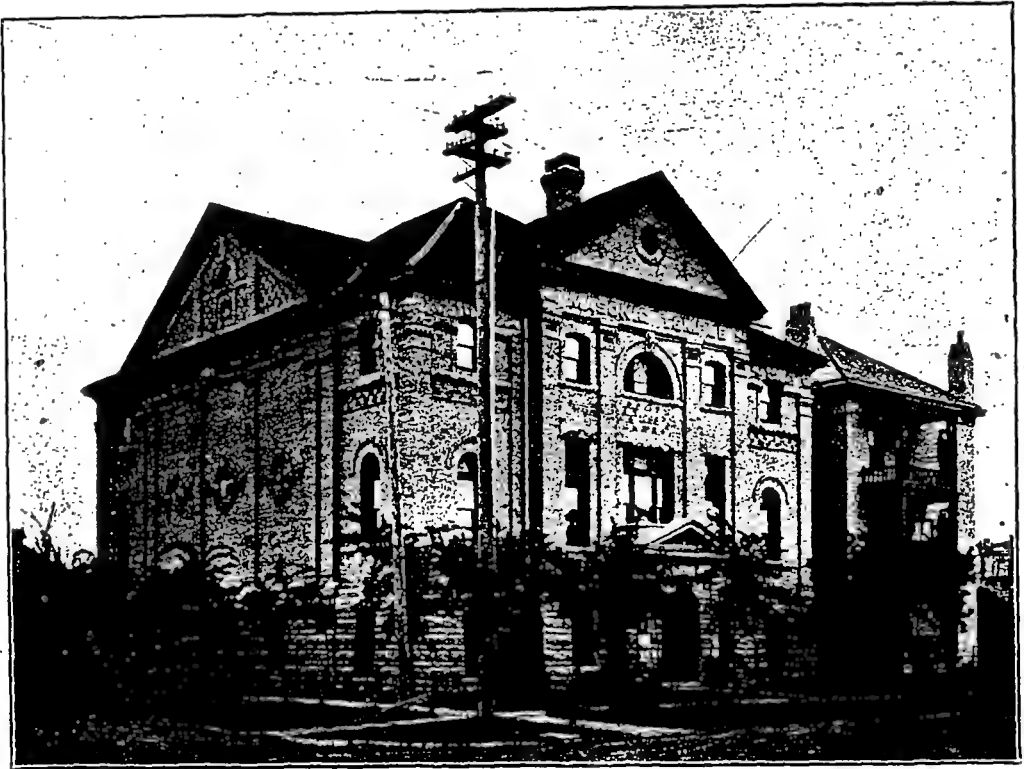
KENNETH MCKENZIE & CO., WHOLESALE GROCERS



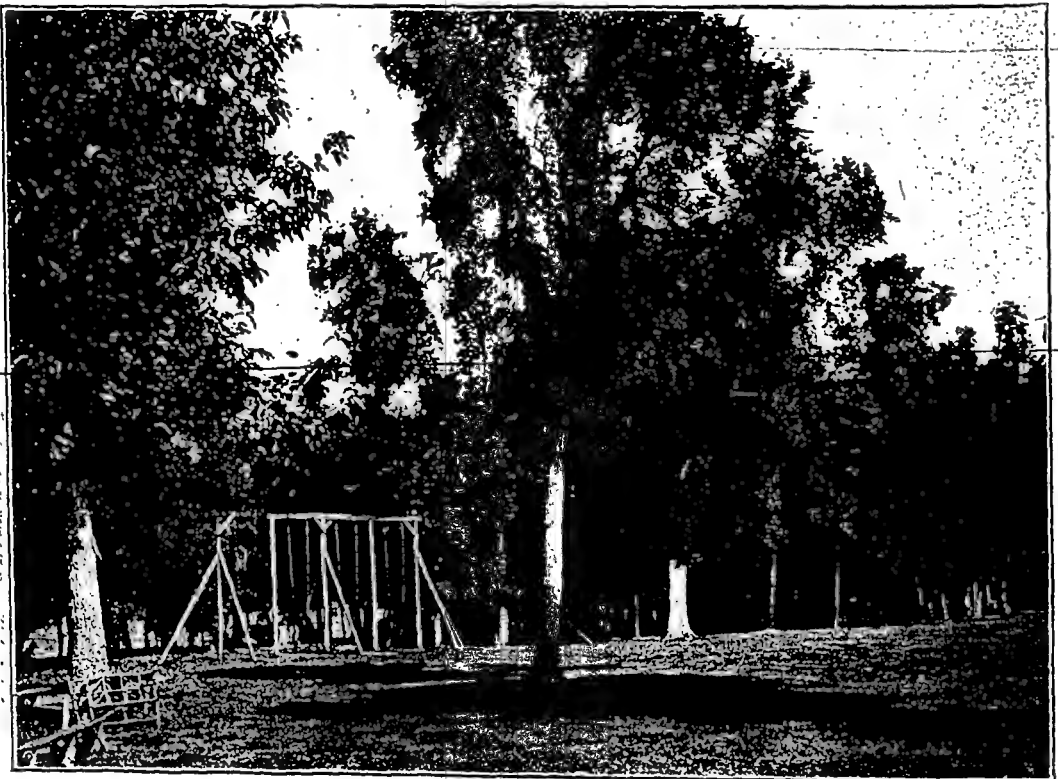
ASSINIBOINE BLOCK



KENNEDY STREET, LOOKING SOUTH FROM BROADWAY



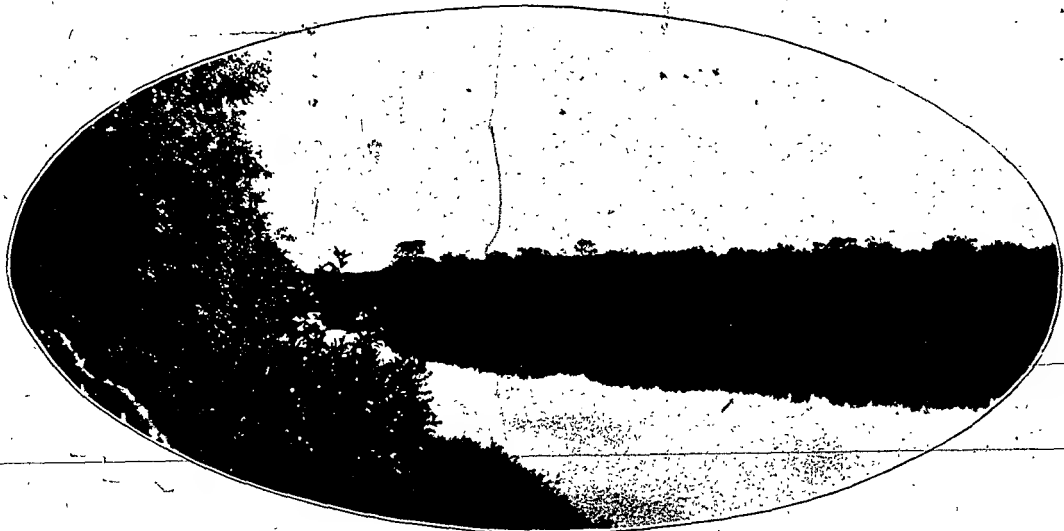
MASONIC TEMPLE



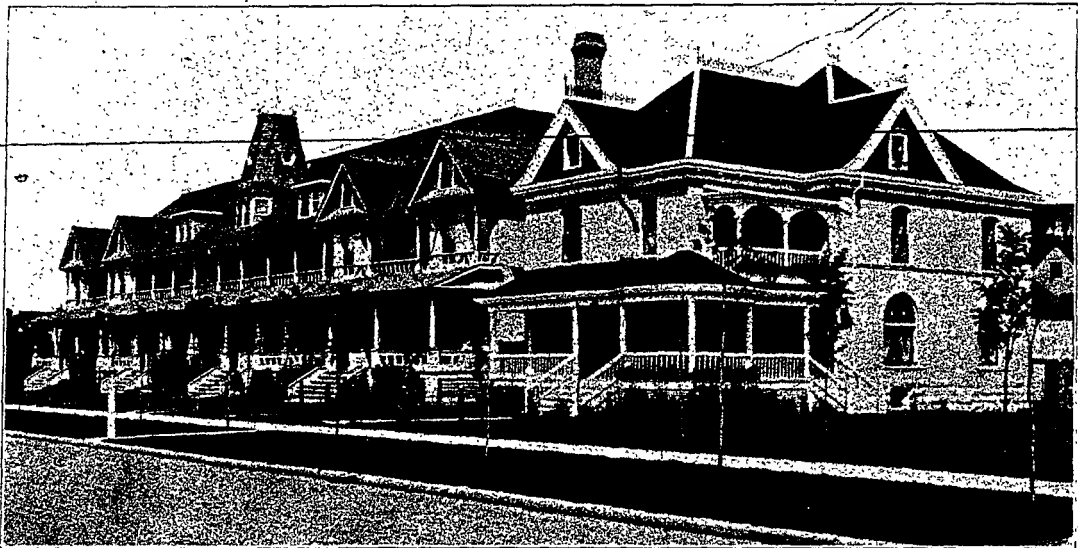
A CORNER OF THE GROVE AT ELM PARK



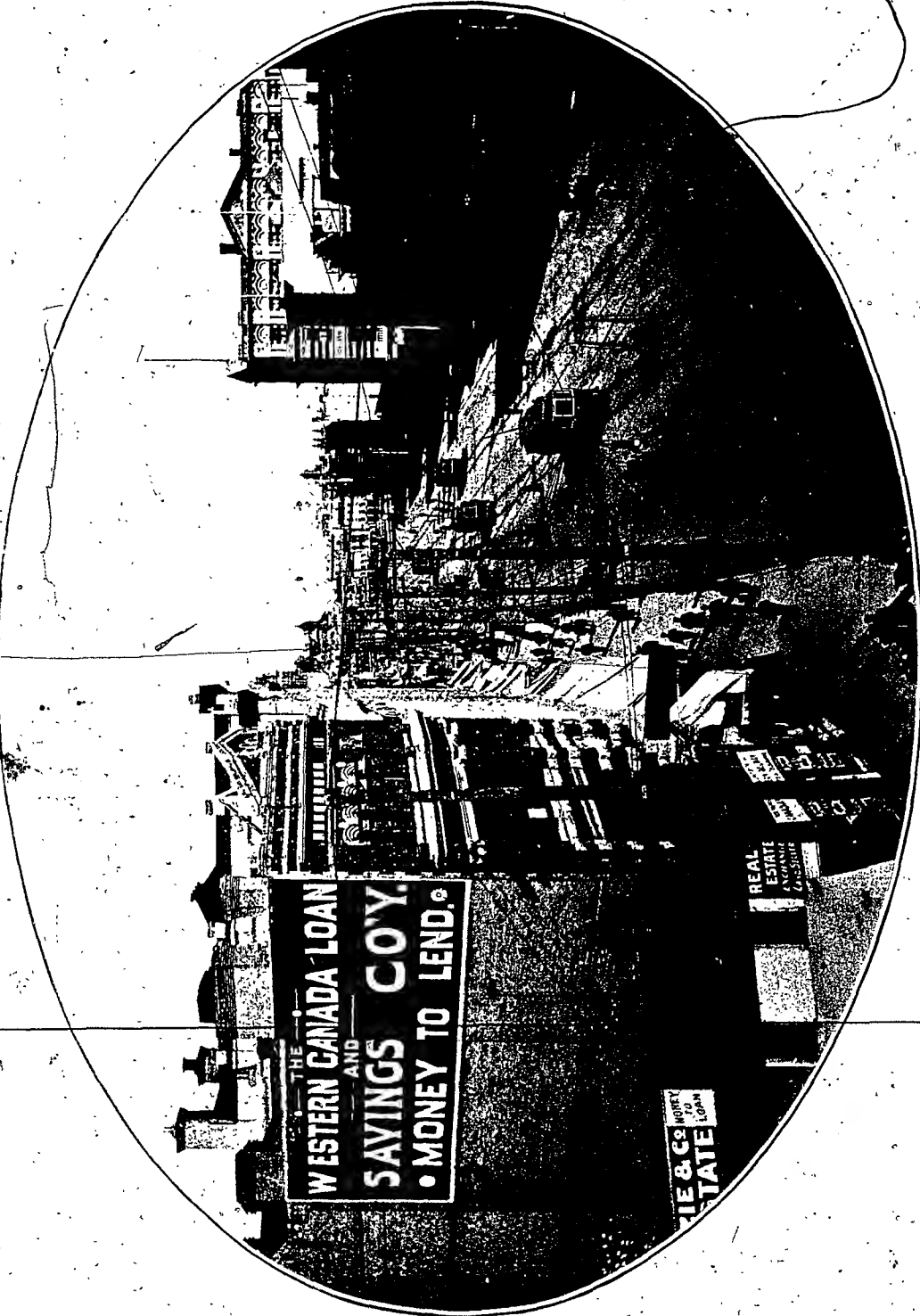
FORT GARRY GATE



VIEW OF RED RIVER AT ELM PARK



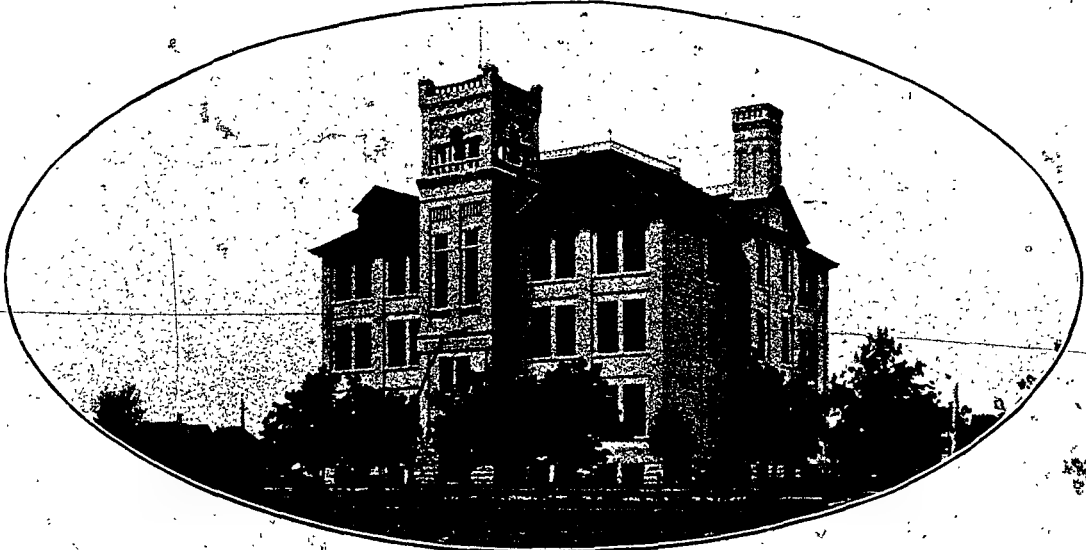
SANDERSON TERRACE, CARLTON STREET



MAIN STREET, LOOKING NORTH FROM PORTAGE AVENUE



BROADWAY AVENUE, LOOKING EAST



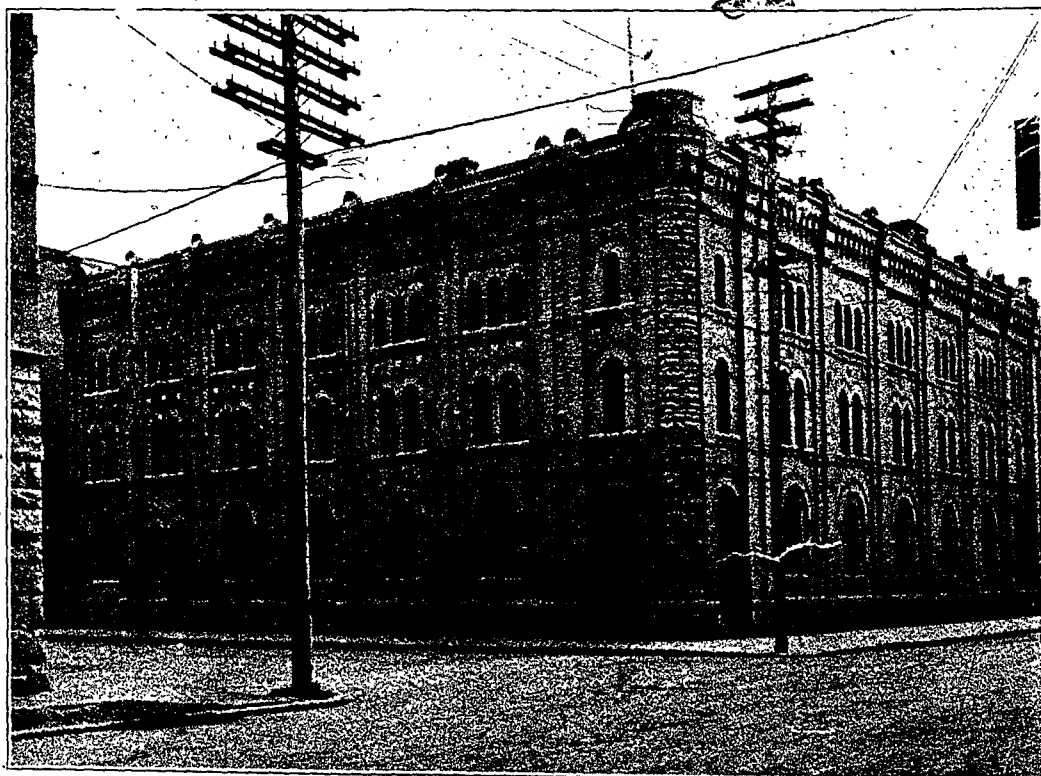
MACHRAY SCHOOL



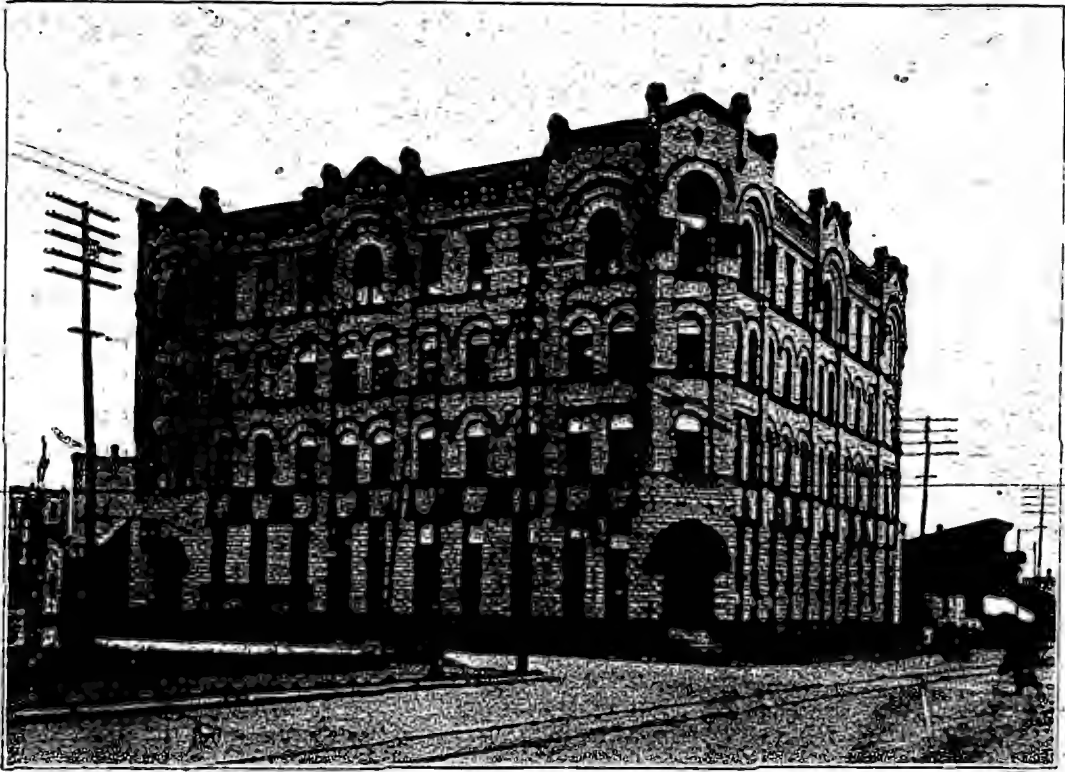
DRILL HALL



CYCLE PATH AT ELM PARK



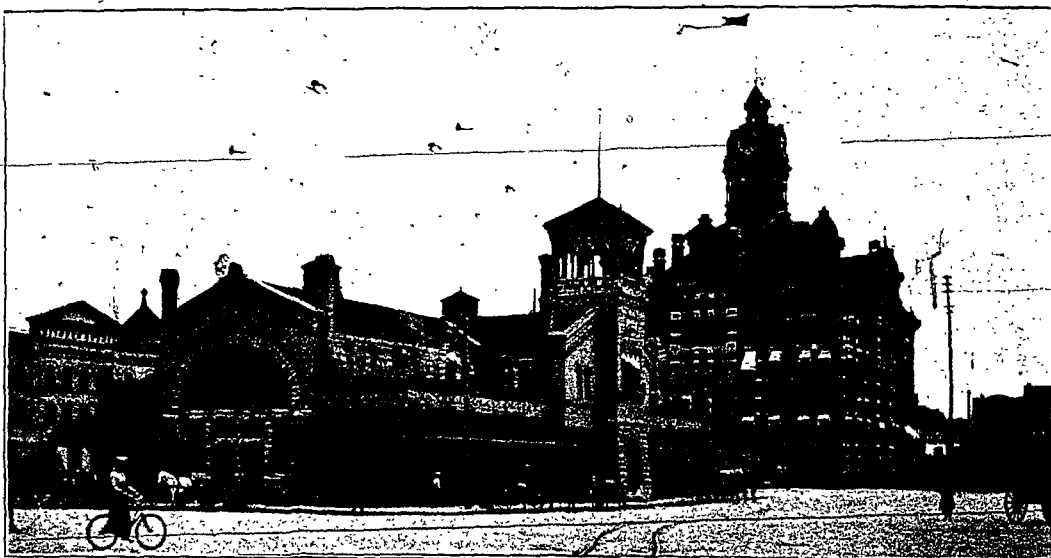
G. F. & J. GALT, WHOLESALE GROCERS



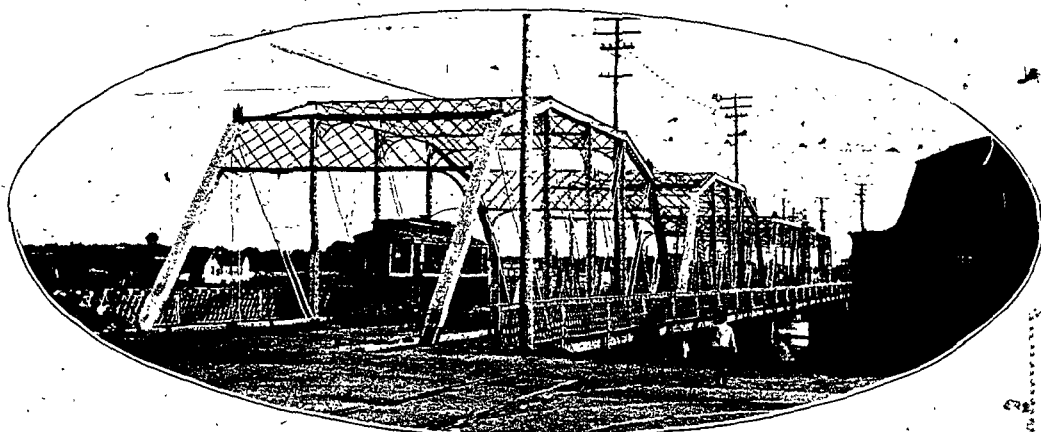
JOHN W. PECK & CO. WHOLESALE CLOTHIERS



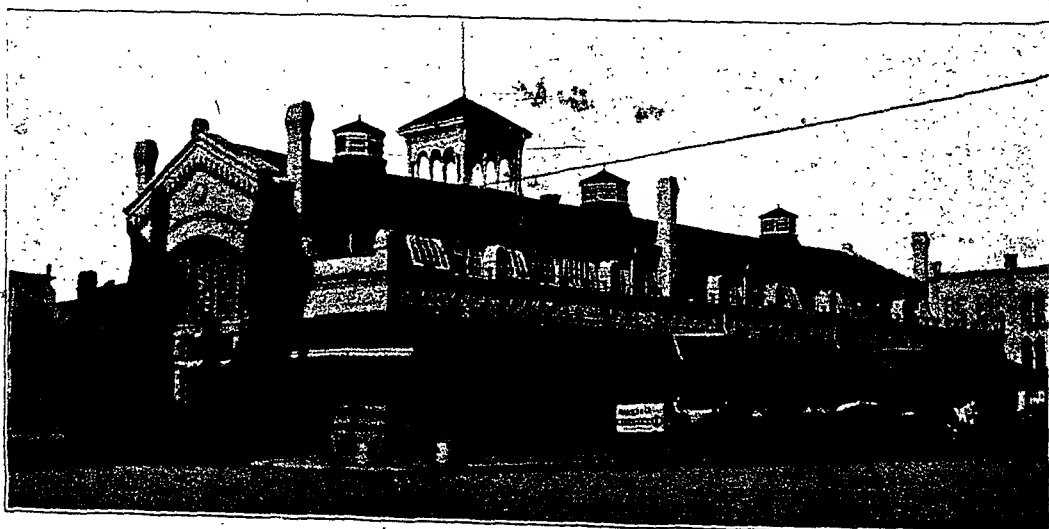
GROVE AT, ELM PARK



REAR VIEW OF MARKET AND CITY HALL



ASSINIBOINE BRIDGE



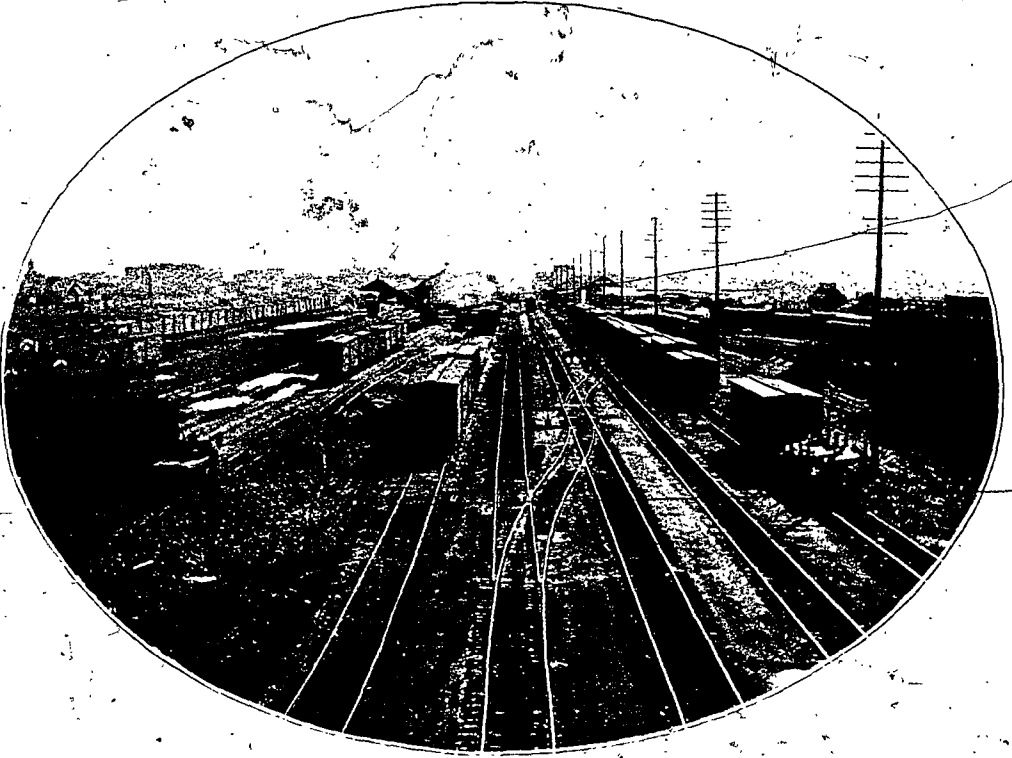
WINNIPEG MARKET



C. P. R. DEPOT.



VIEW OF CATTLE YARDS



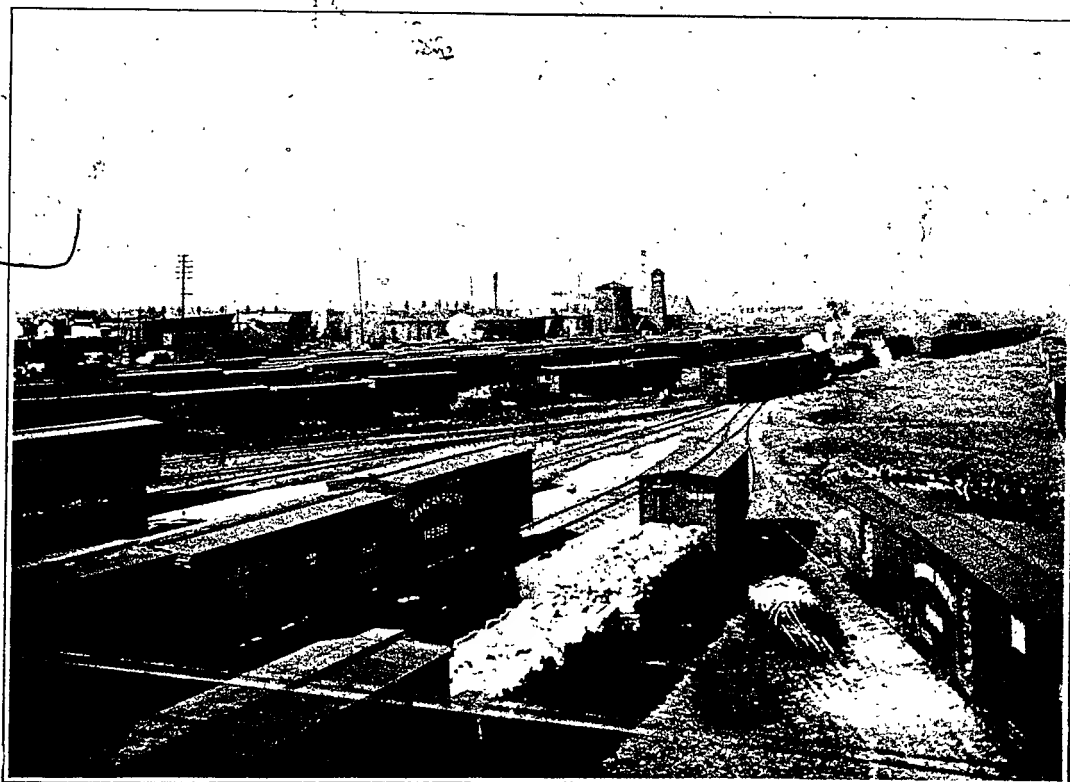
C P. R. YARDS, LOOKING EAST FROM OVERHEAD BRIDGE



RESIDENCES OF MR. McCUTCHEON AND MR. LEMON, EDMONTON ST



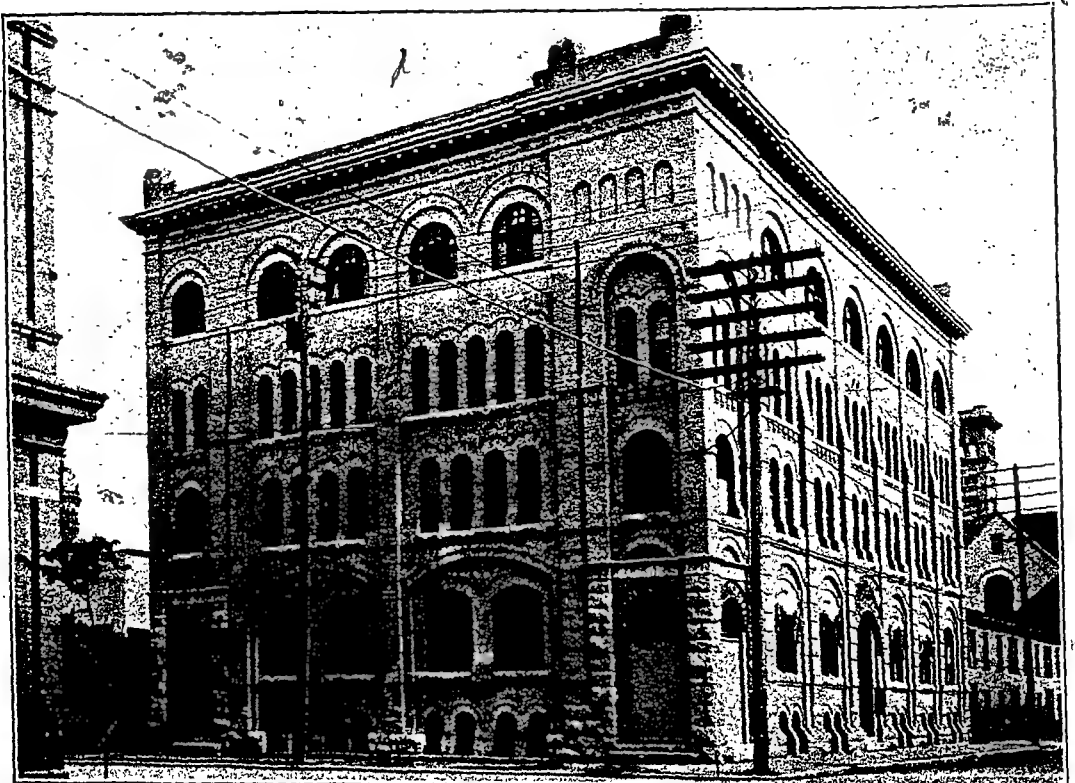
EDMONTON STREET, LOOKING NORTH FROM ASSINIBOINE AVENUE



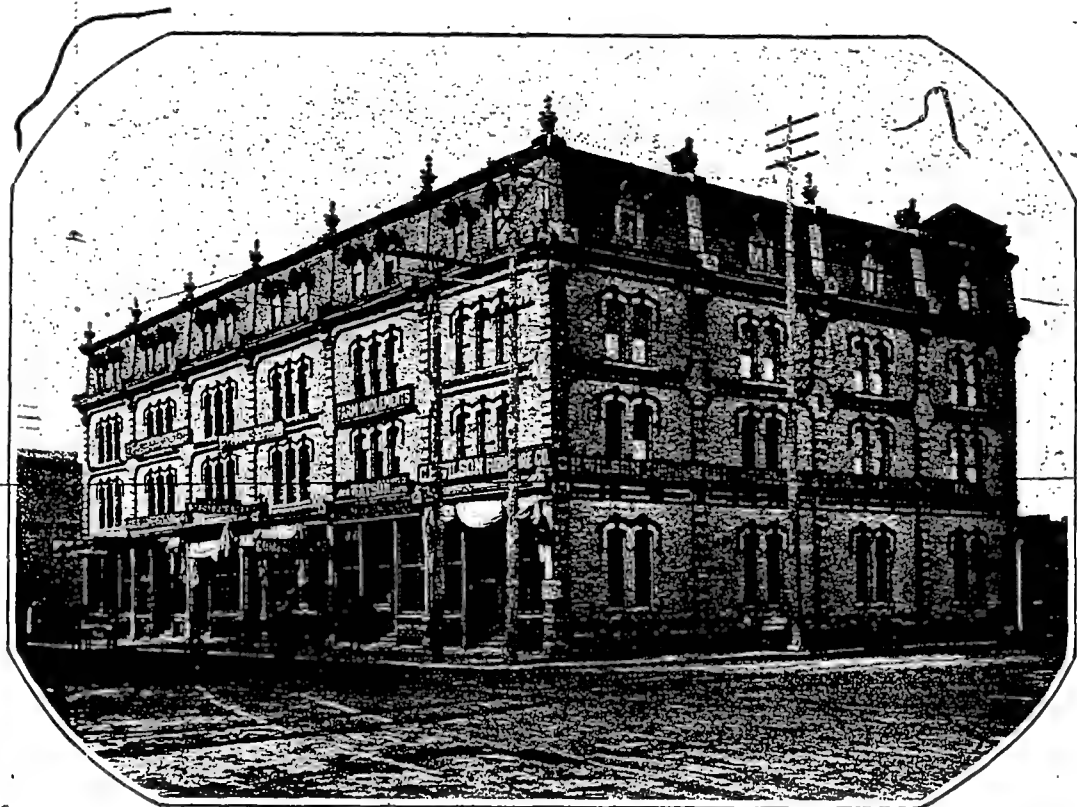
C. P. R. YARDS, LOOKING WEST FROM OVERHEAD BRIDGE



RESIDENCE OF MR. J. STANLEY HOUGH, K.C.



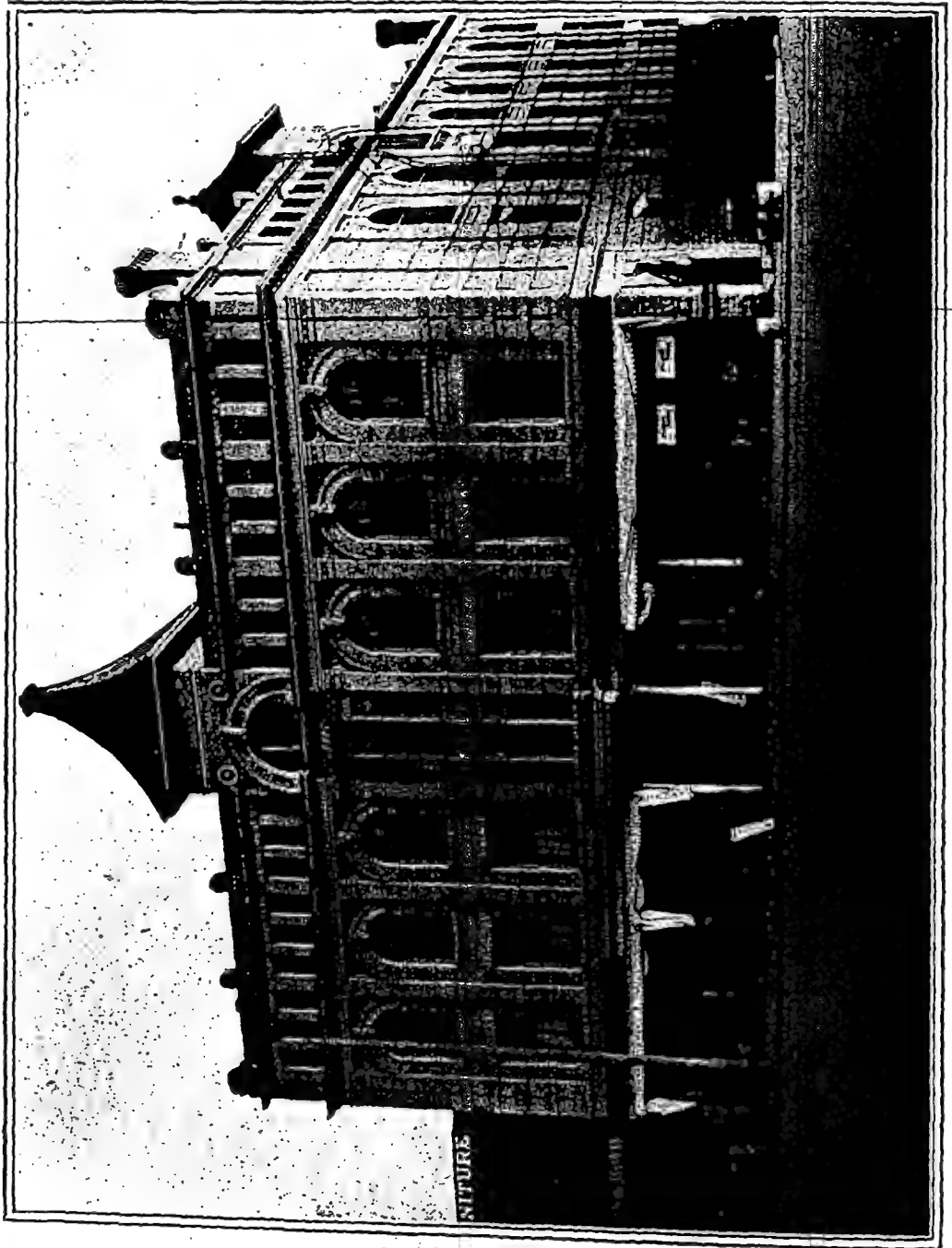
SANFORD'S, WHOLESALE CLOTHIERS



PRINCESS BLOCK

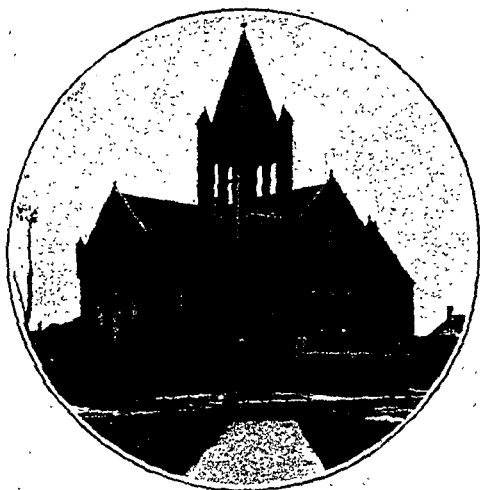


MR. D. E. MCKENTY'S RESIDENCE ON COLONY STREET

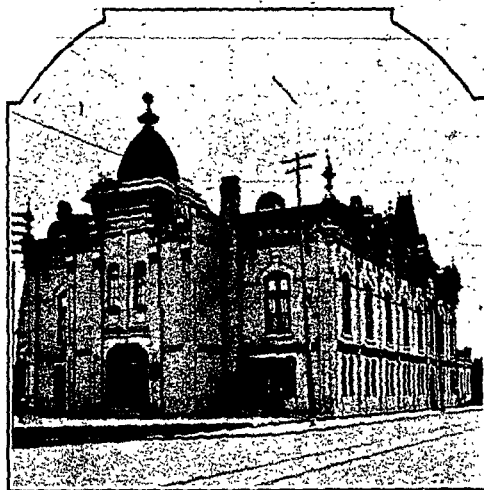


YOUNG MEN'S CHRISTIAN ASSOCIATION,

NITURE



First Baptist Church



Grace Church



NOTRE DAME AVENUE, LOOKING FROM DAGMAR STREET



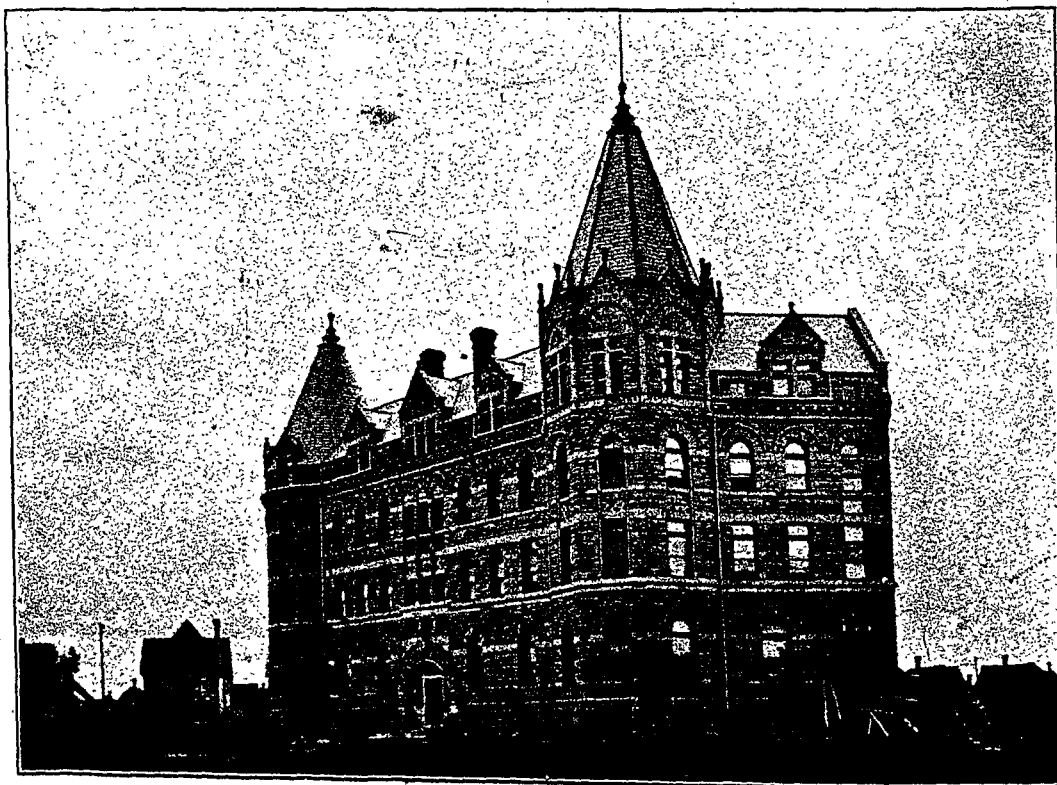
Wesley Church



New St. Stephen's Church, Presbyterian



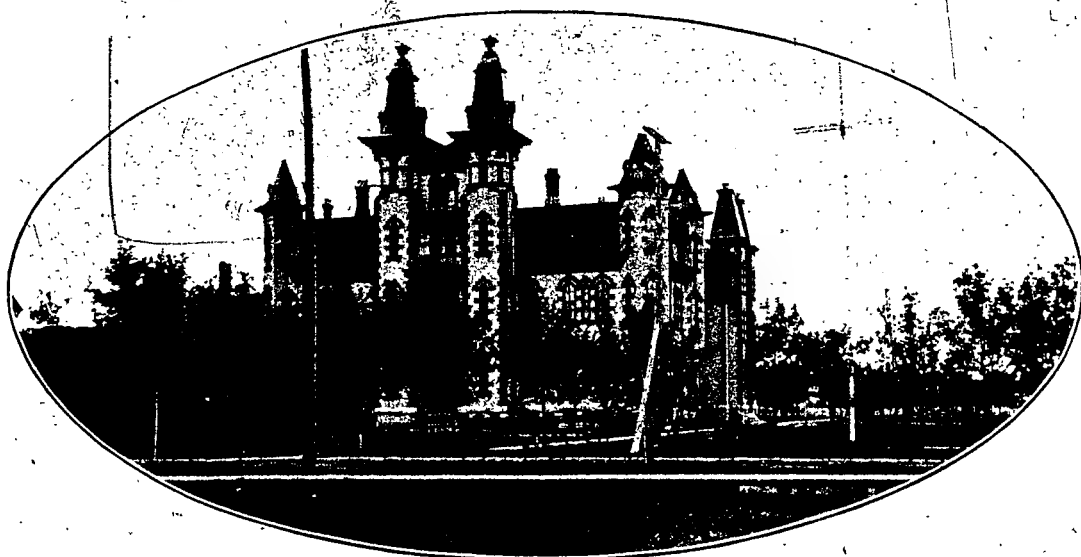
KENNEDY STREET. LOOKING NORTH FROM ASSINIBOINE AVENUE



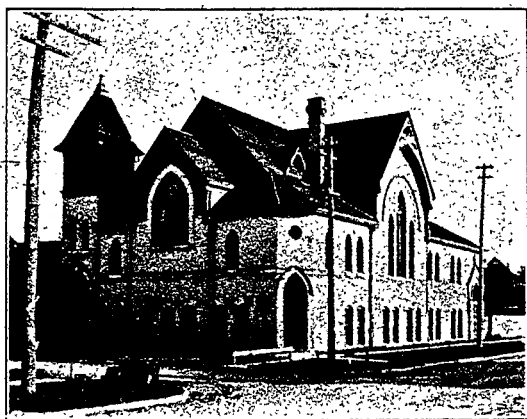
WESLEY COLLEGE



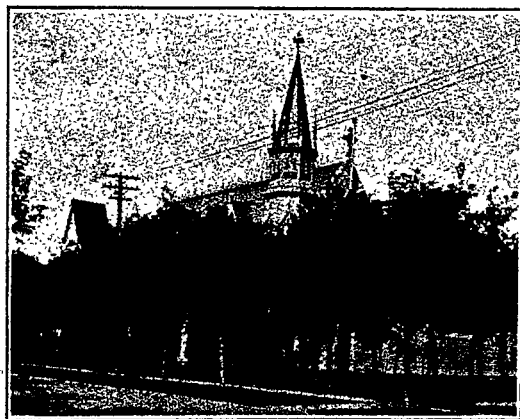
KNOX CHURCH



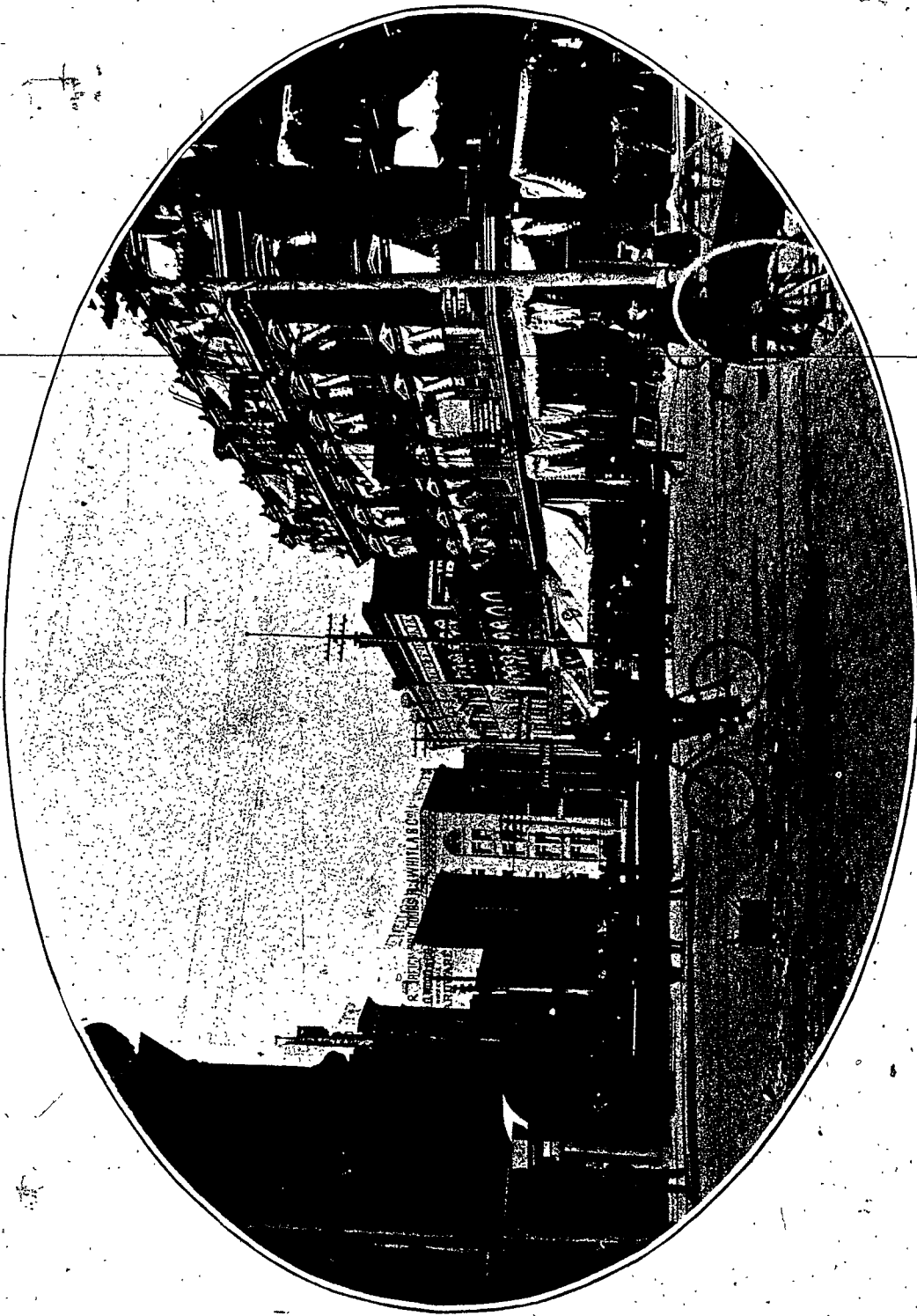
MANITOBA COLLEGE



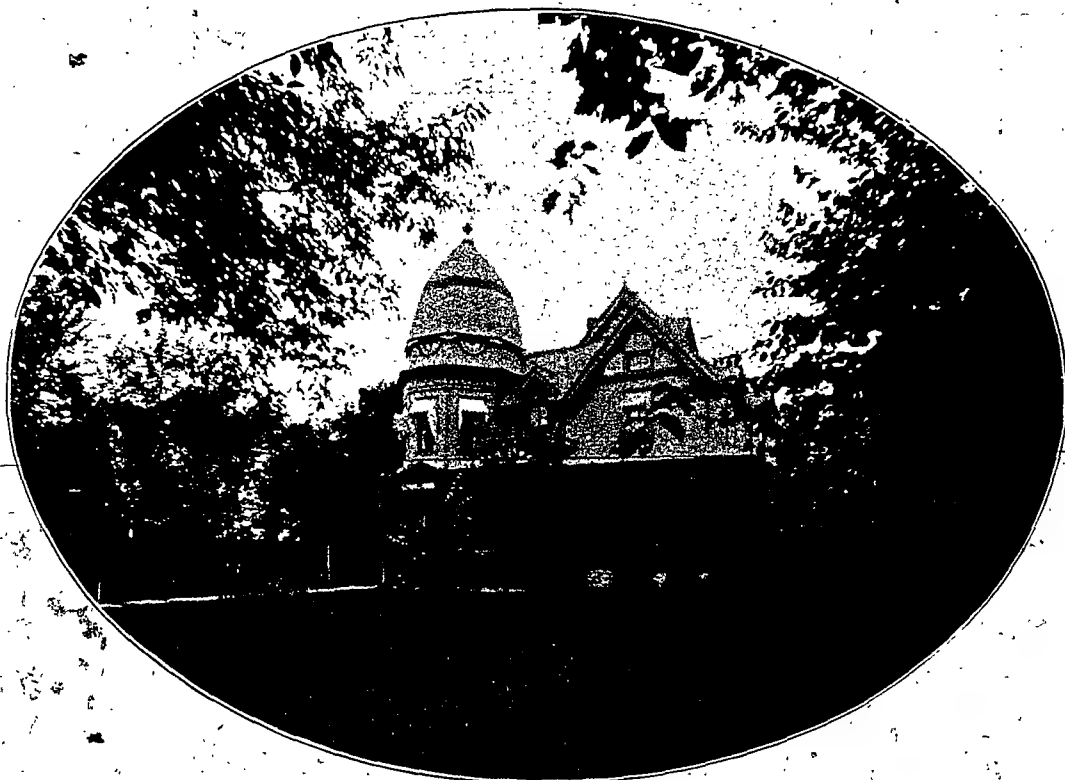
ST. GEORGE'S CHURCH



HOLY TRINITY CHURCH



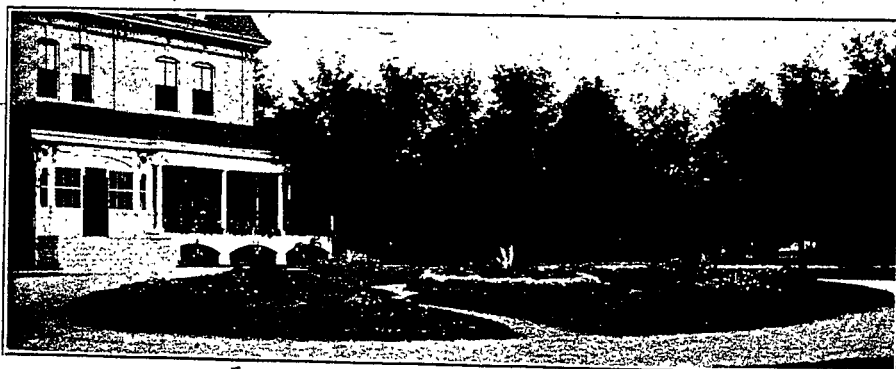
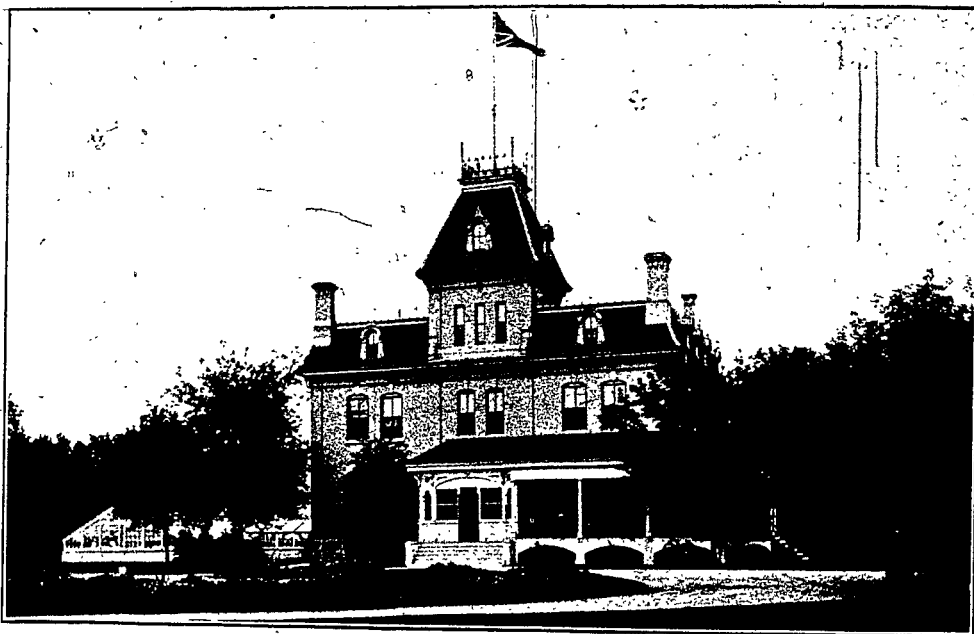
NEWSPAPER ROW



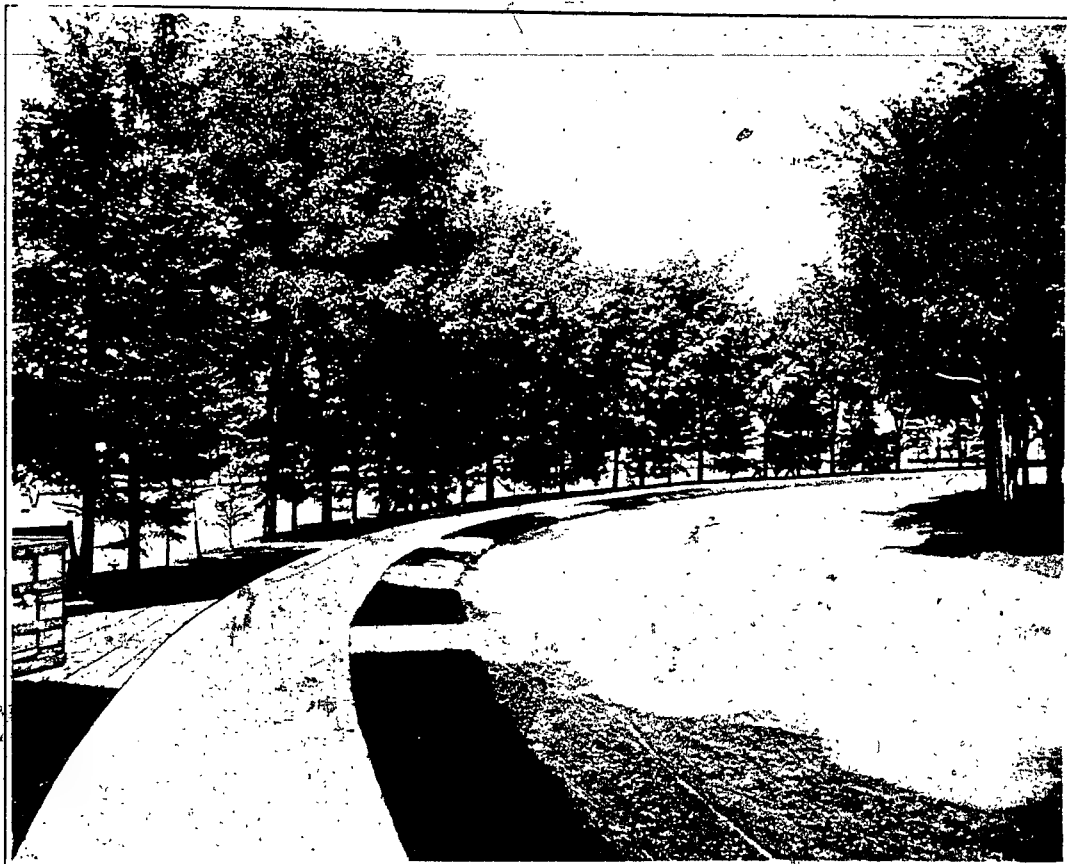
RESIDENCE OF JAMES SUTHERLAND



VIEW OF ASSINIBOINE RIVER



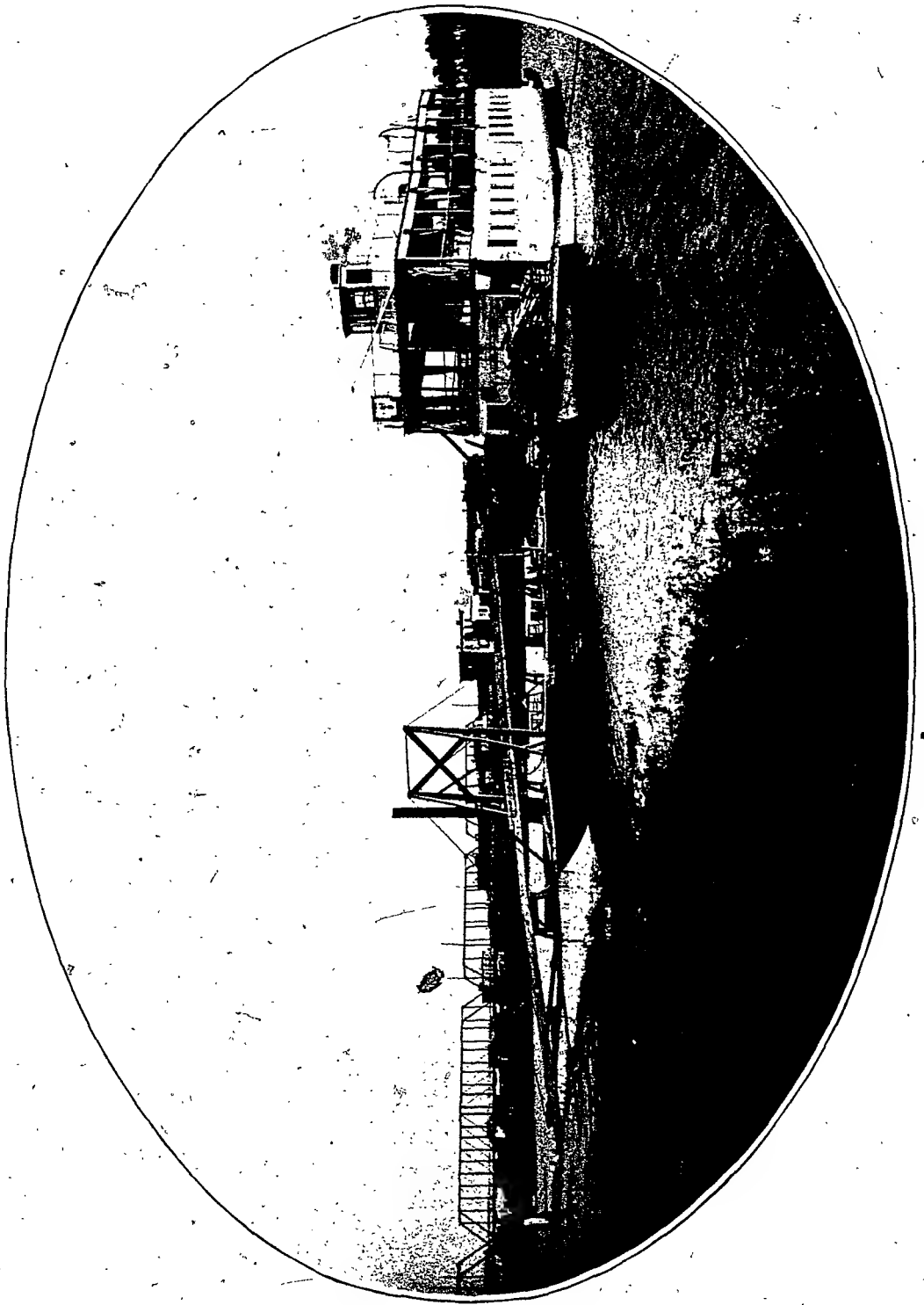
RESIDENCE, LAWN AND DRIVEWAY OF LIEUT. GOVERNOR



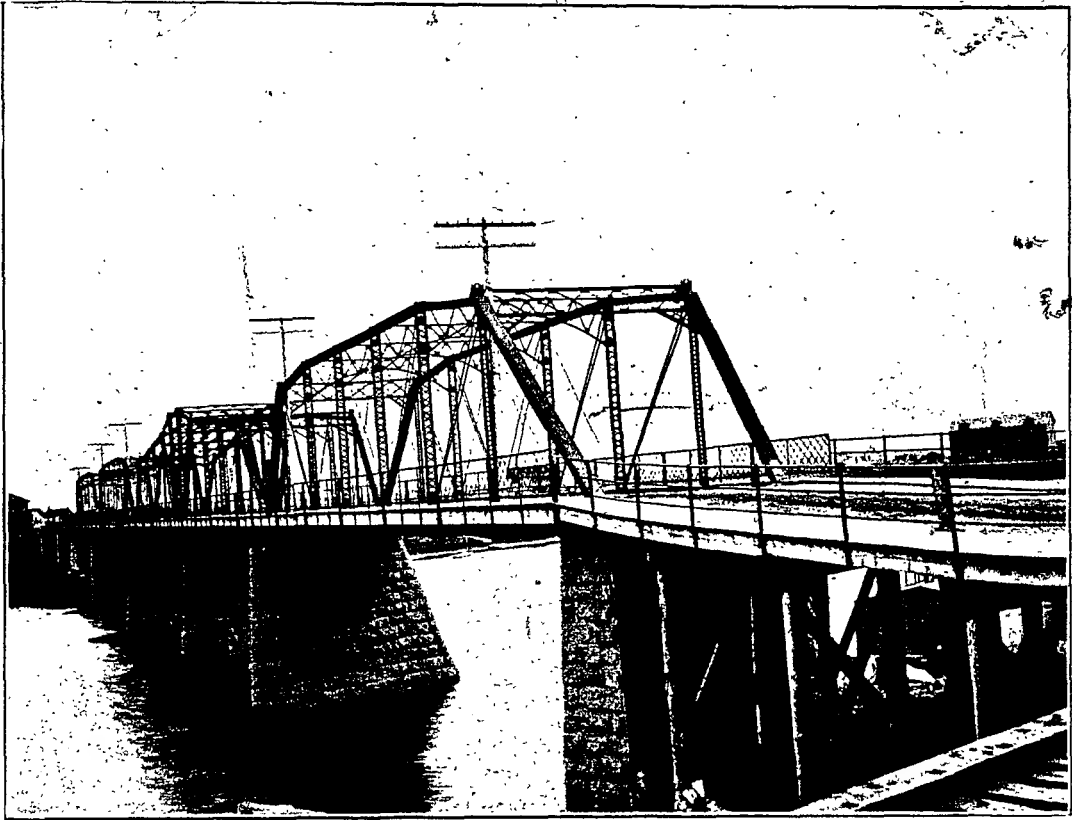
DRIVEWAY TO GOVERNMENT BUILDINGS



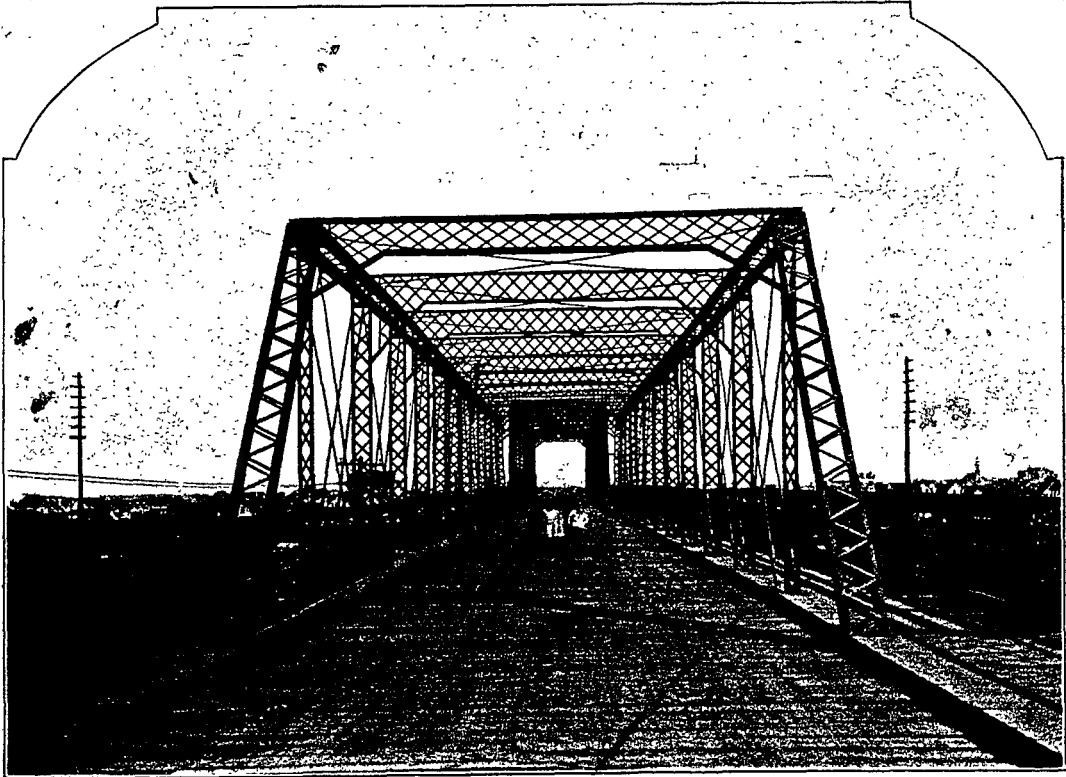
CARLTON ST., LOOKING SOUTH



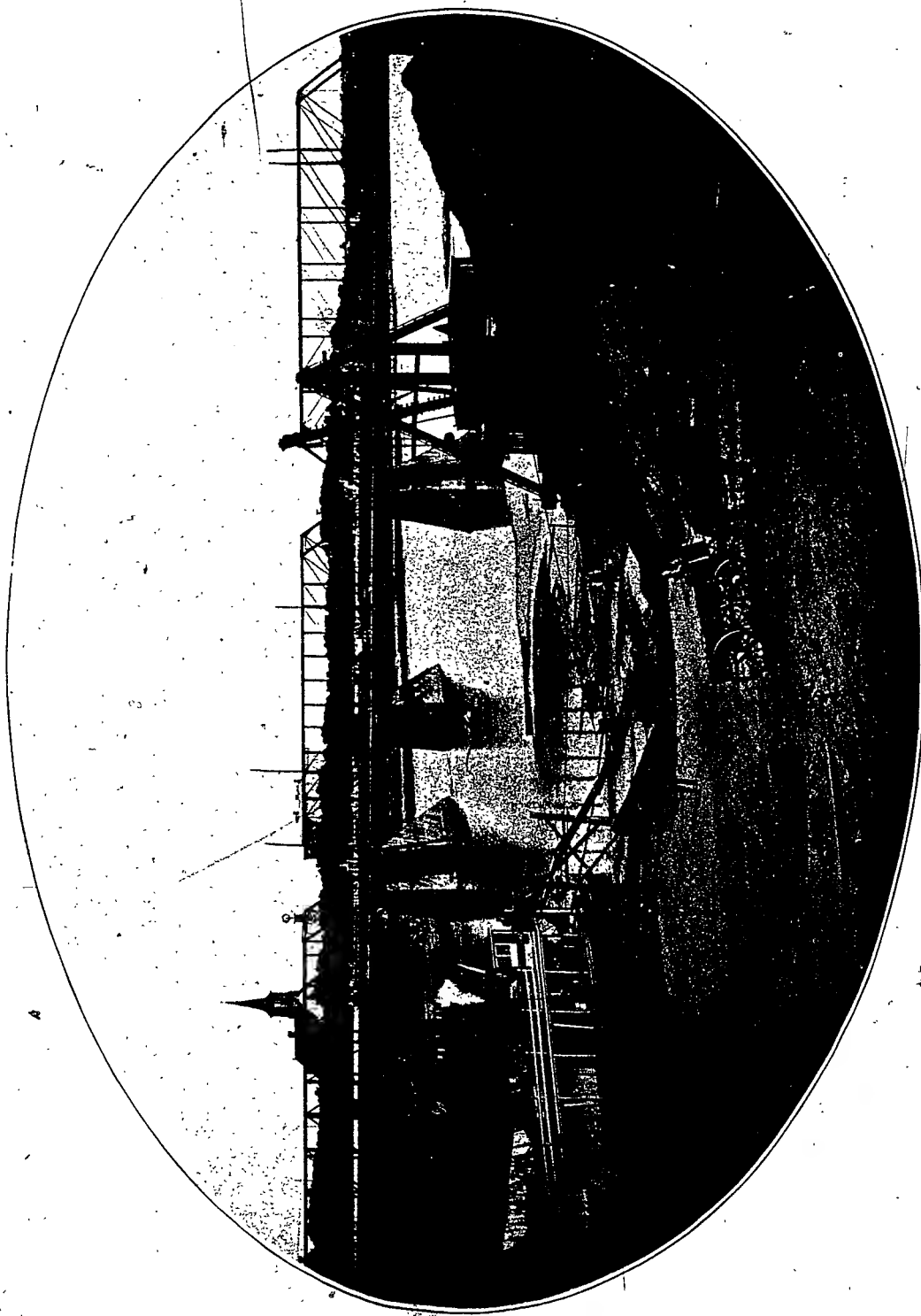
STEAMSHIP ALEXANDRA, OF THE RED RIVER NAVIGATION CO.



NORWOOD BRIDGE



OVERHEAD BRIDGE



PUMPING SAND ON RED RIVER



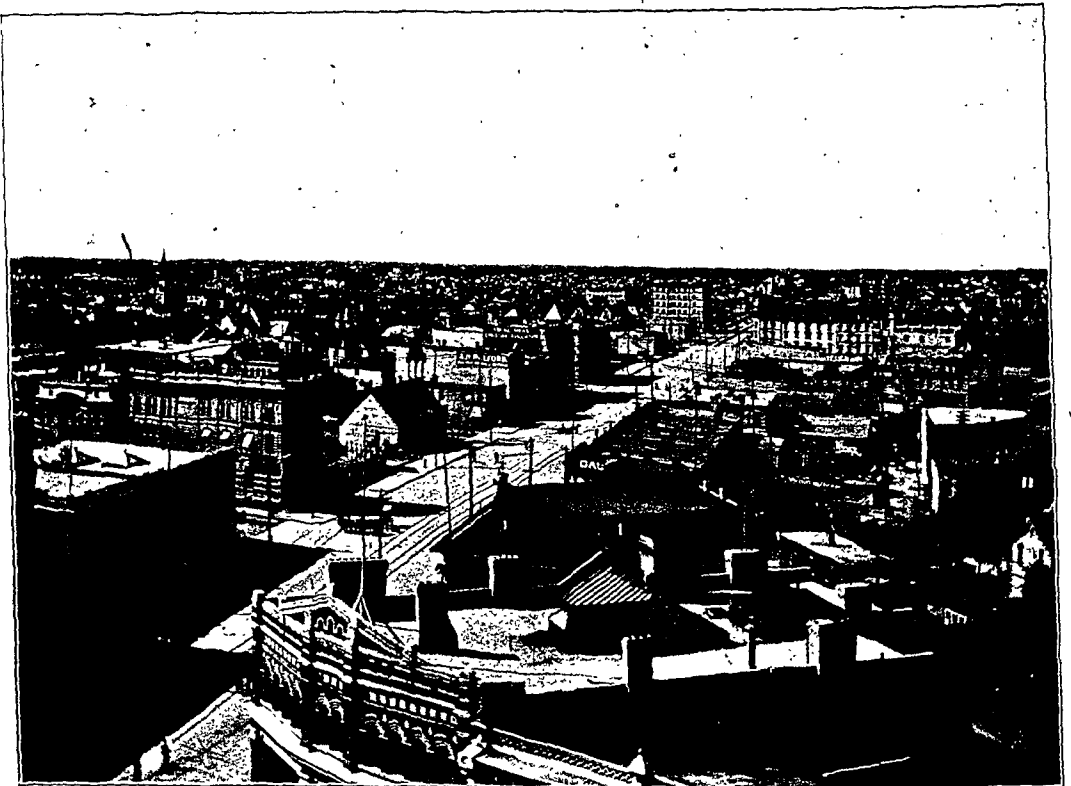
DONALD STREET, LOOKING NORTH FROM ST. MARY'S STREET



COCKSHUTT PLOW CO.



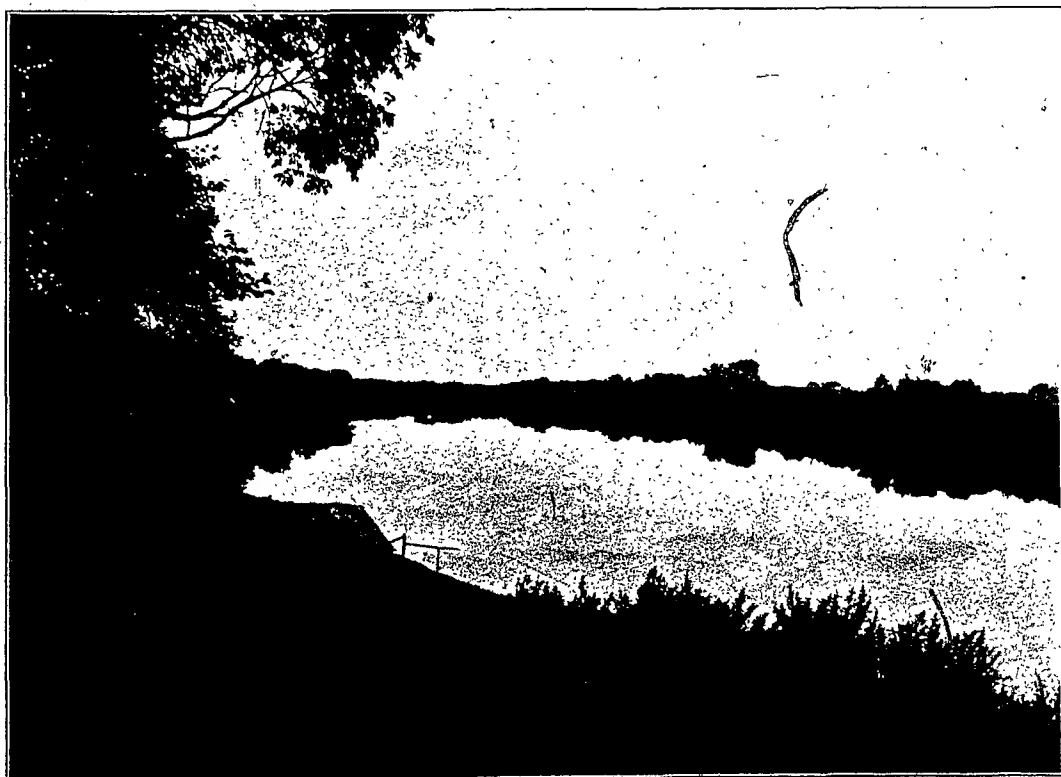
LOVERS' WALK, ELM PARK



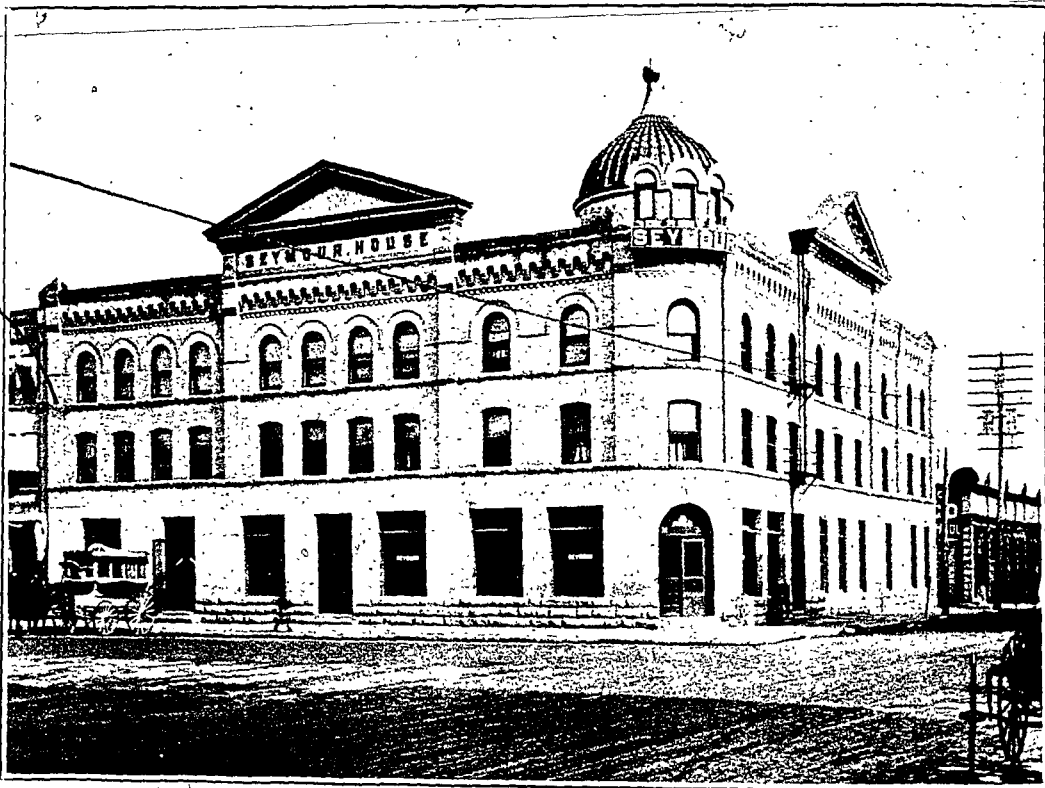
WINNIPEG, LOOKING WEST FROM MERCHANTS BANK



WINNIPEG, LOOKING SOUTH FROM MERCHANTS BANK



VIEW OF THE RED RIVER



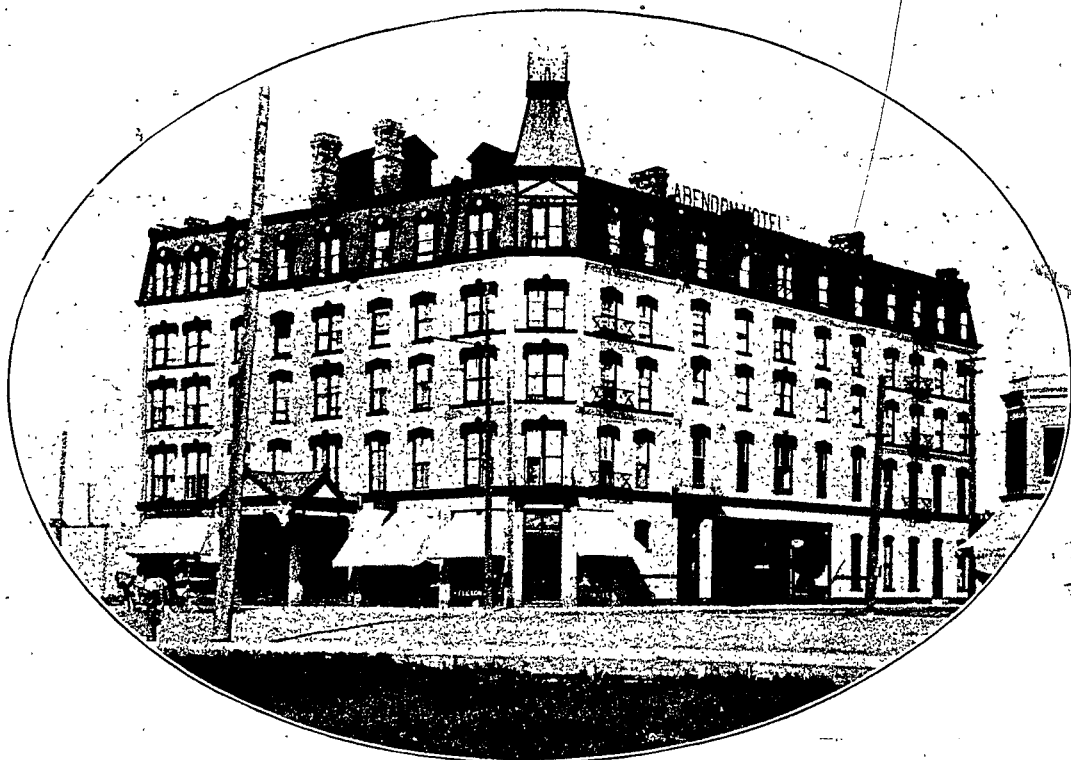
SEYMOUR HOTEL



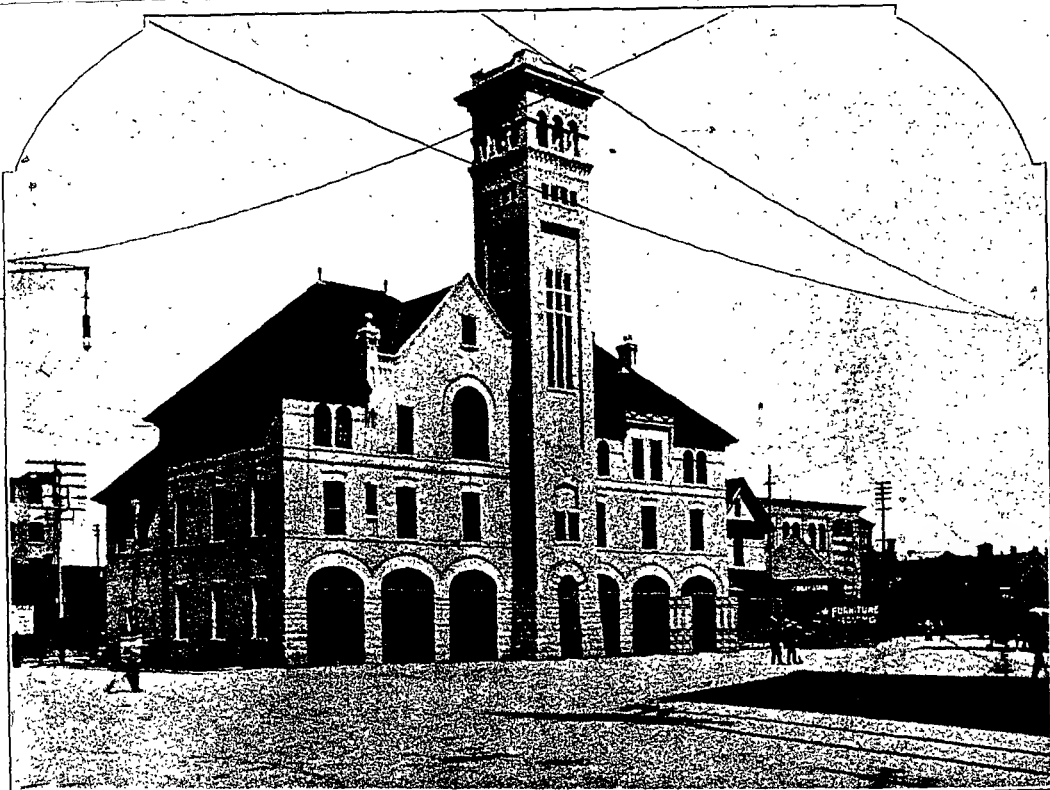
KENNEDY ST., LOOKING SOUTH FROM BROADWAY



BOULEVARD, ROSLYN ROAD



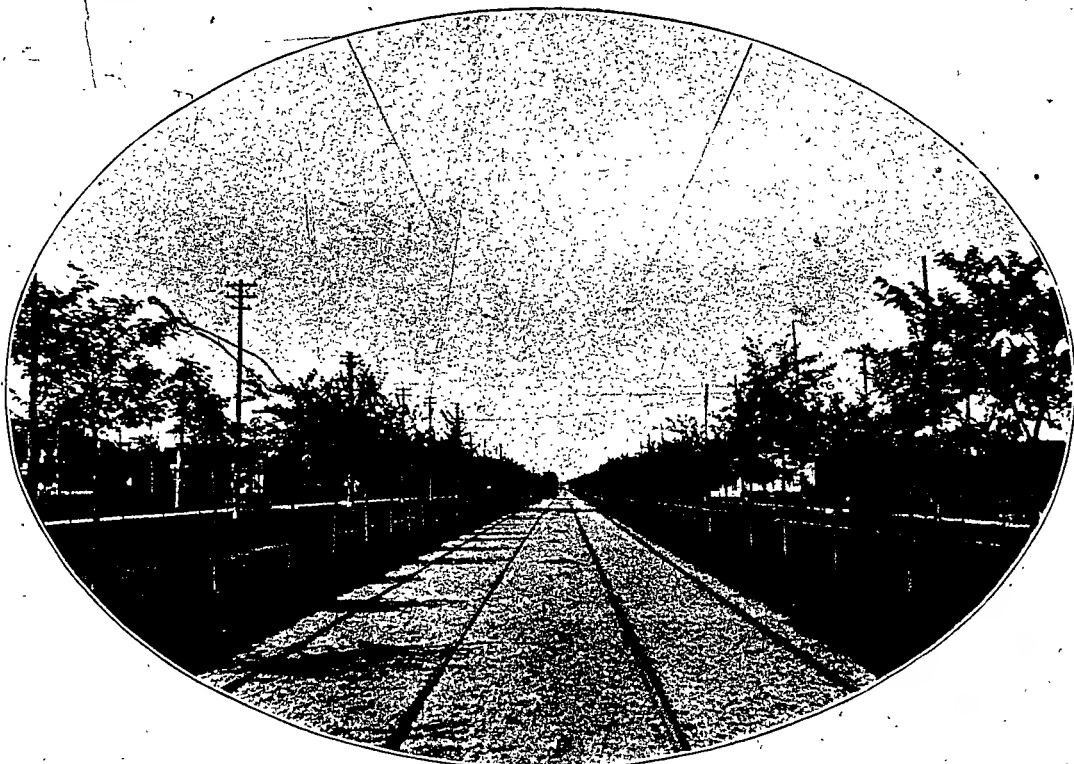
CLARENDON HOTEL



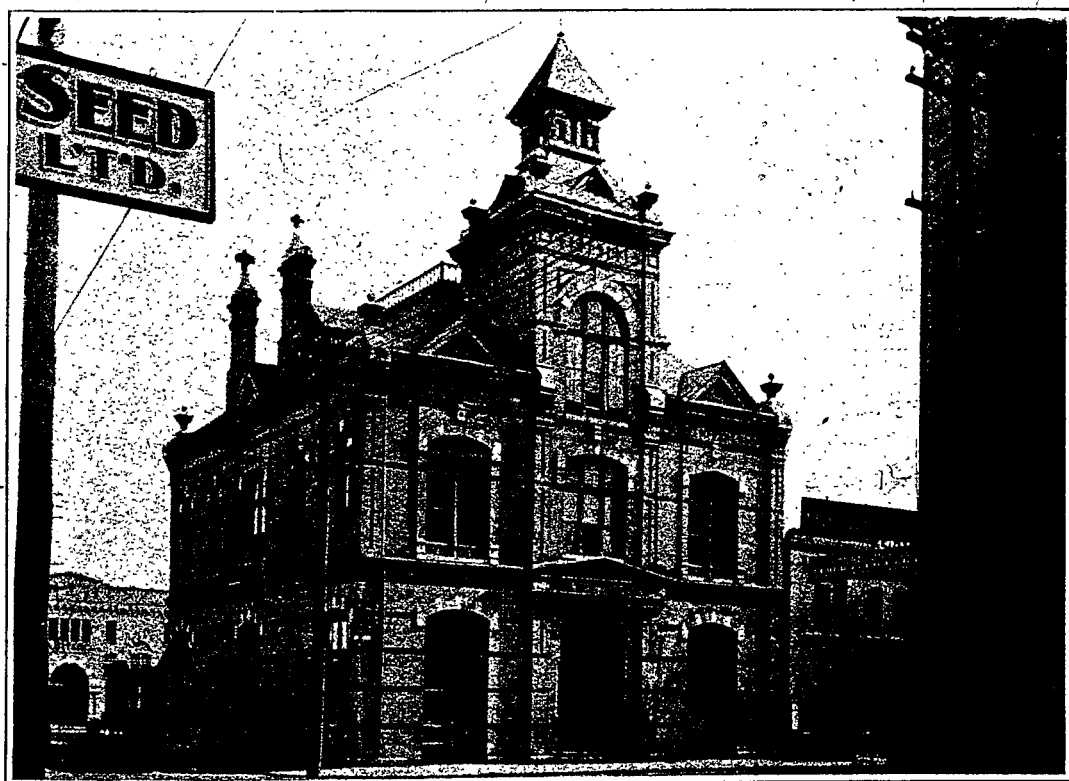
CENTRAL FIRE HALL



RIVER AVENUE, LOOKING WEST FROM ASSINIBOINE PARK, FORT ROUGE



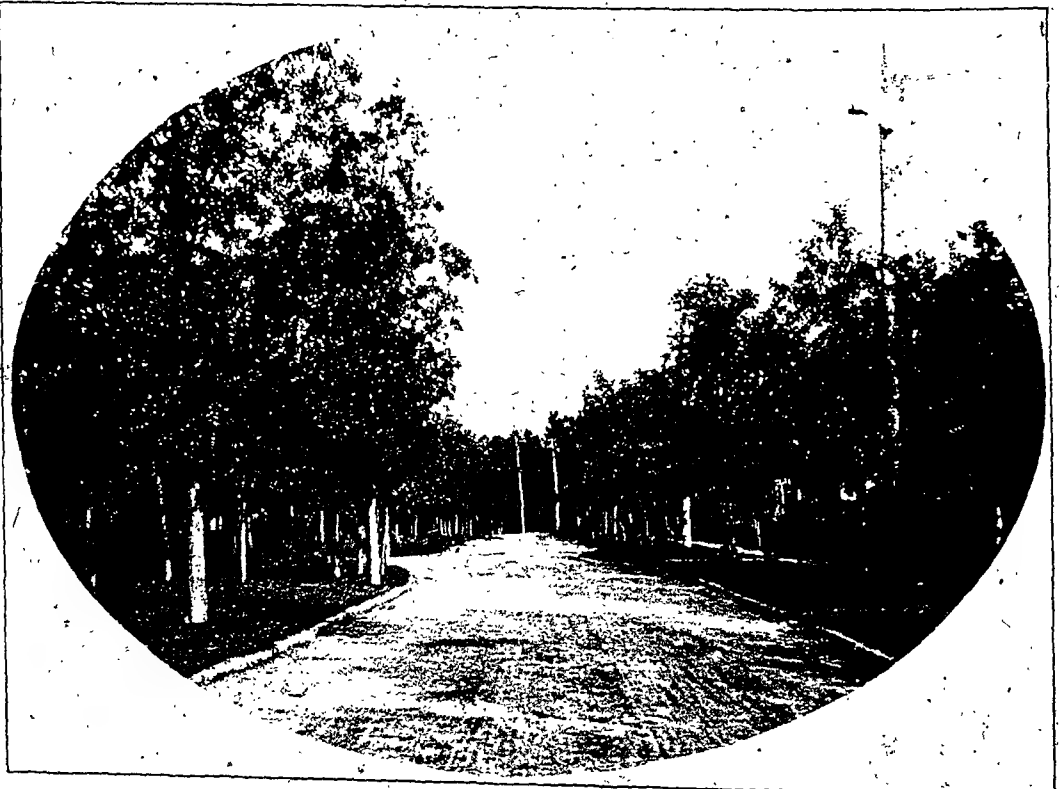
BROADWAY, LOOKING WEST FROM MAIN ST.



POLICE COURT, JAMES ST.



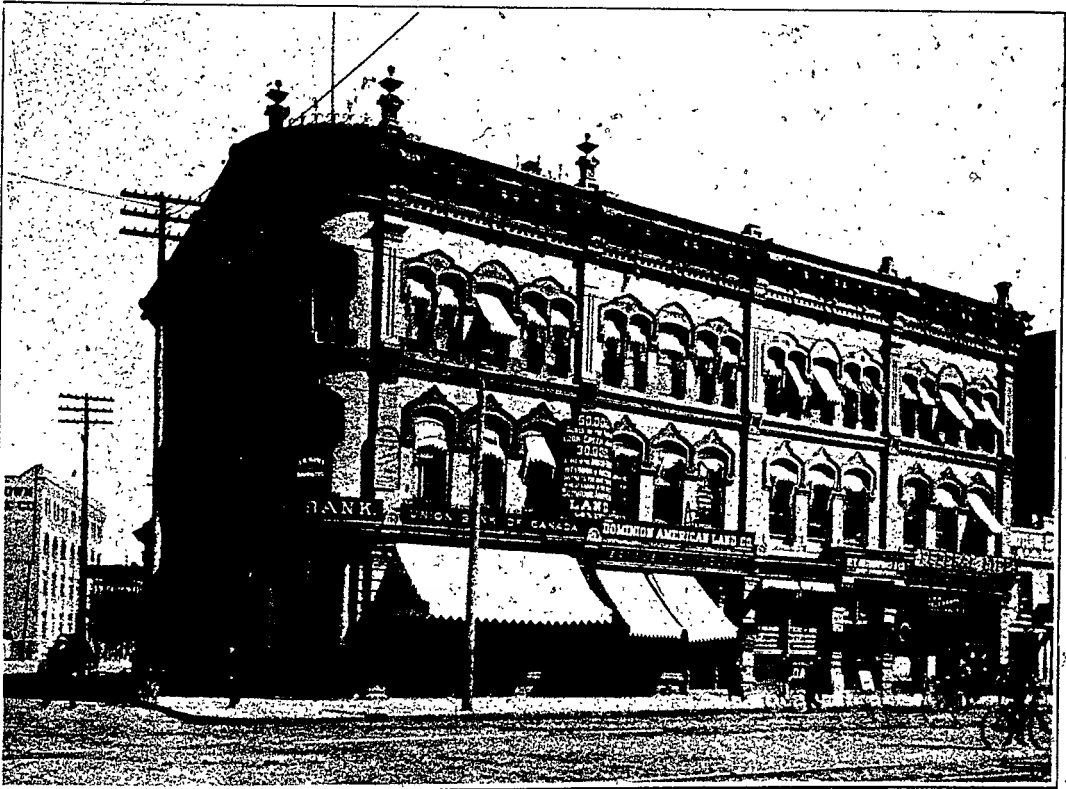
MAIN ST., LOOKING NORTH FROM BANNATYNE AVE.



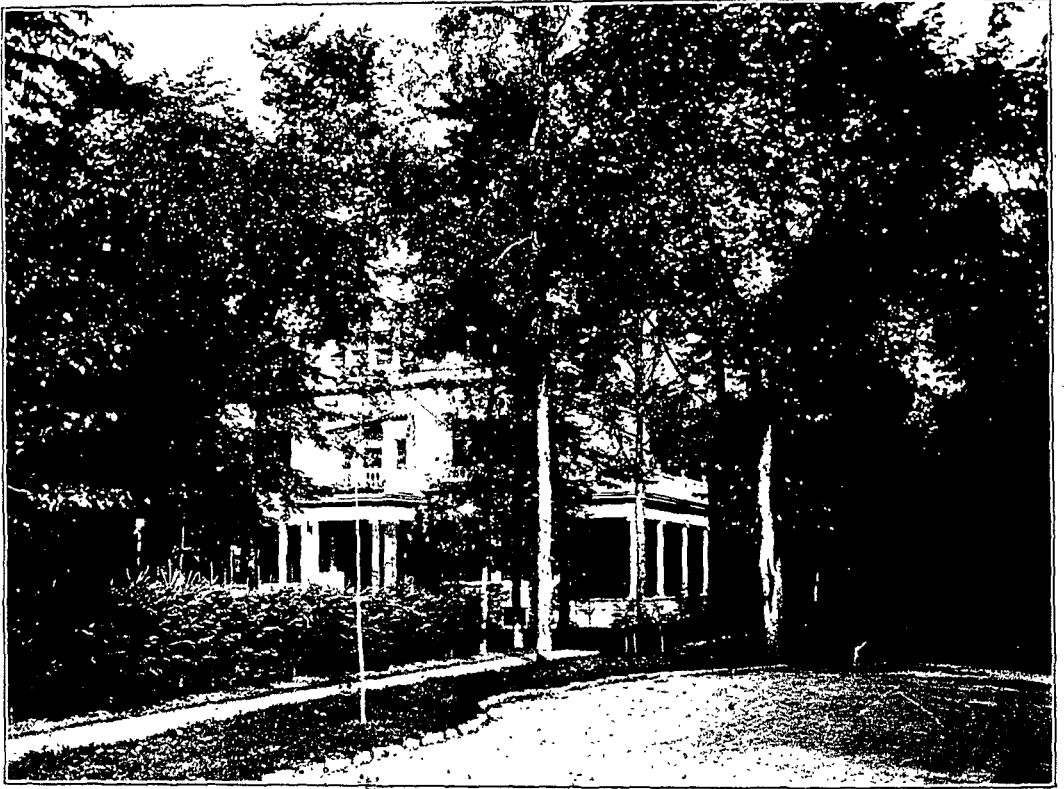
LLEWELLYN ST., FORT ROUGE



VIEW ON THE RED RIVER



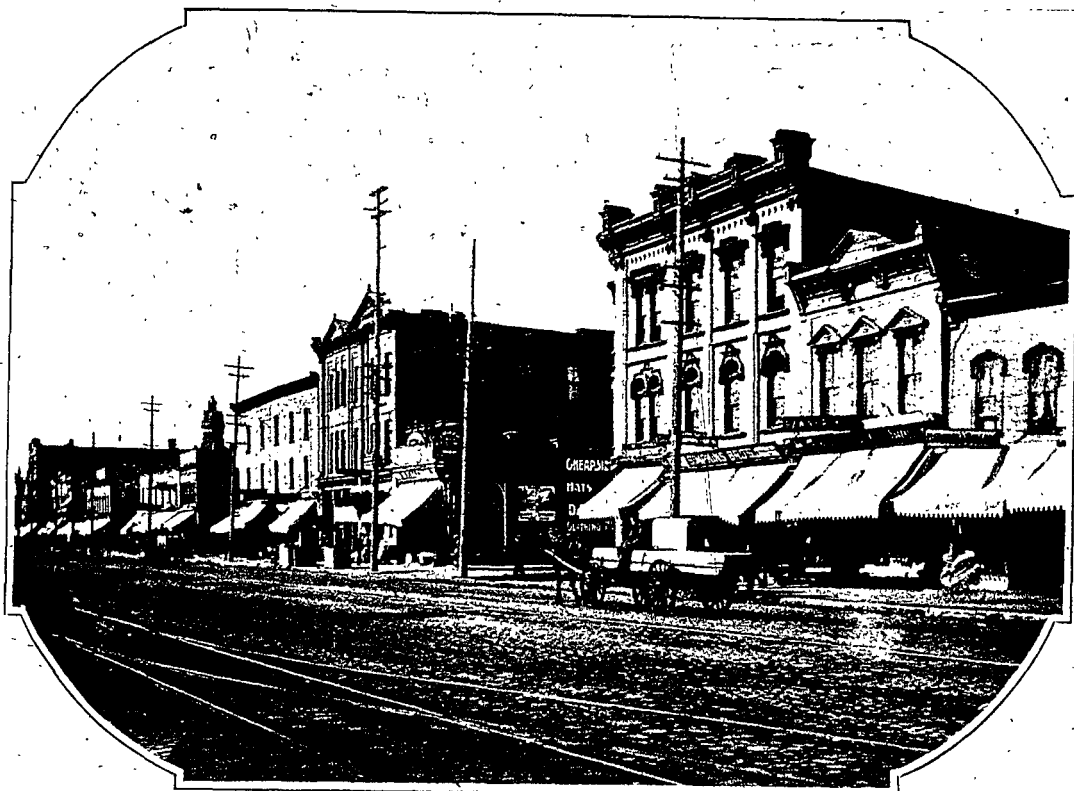
UNION BANK OF CANADA



LAWN AND RESIDENCE OF J. STANLEY HOUGH, K.C.



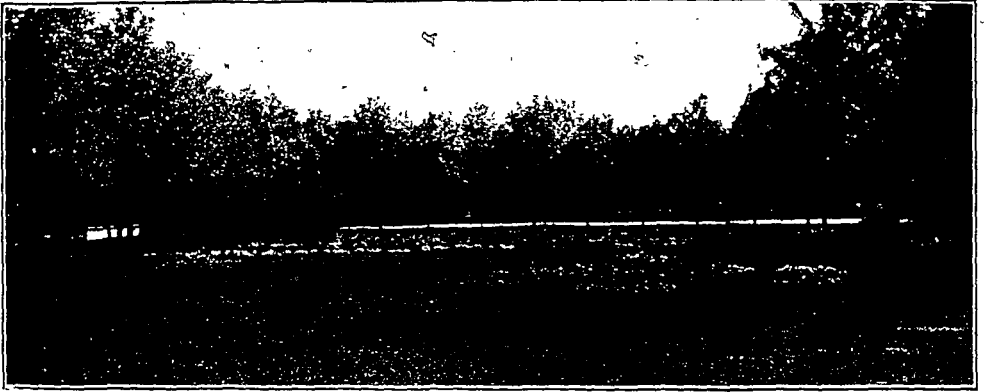
PRINCESS STREET



MAIN STREET



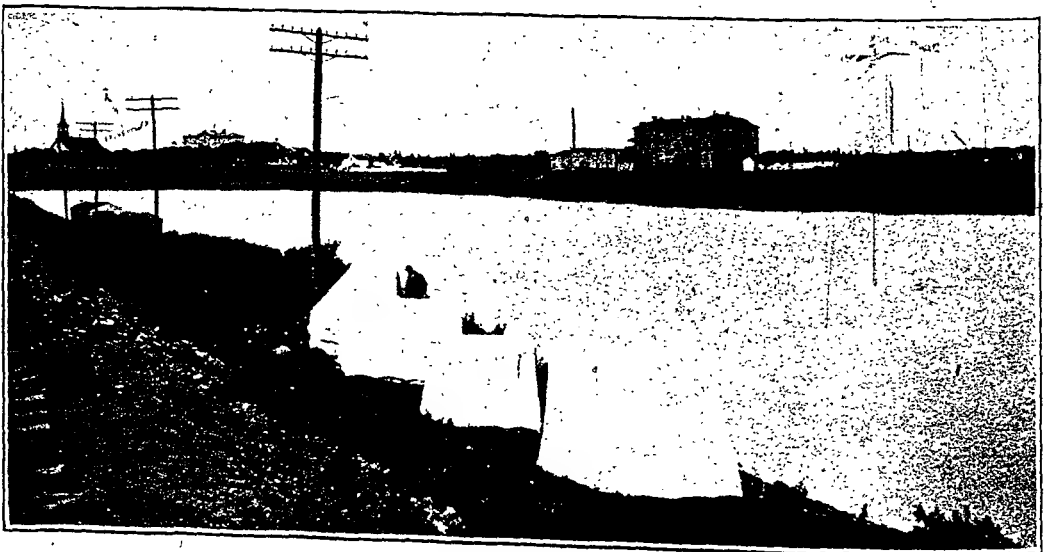
CARLTON STREET EAST



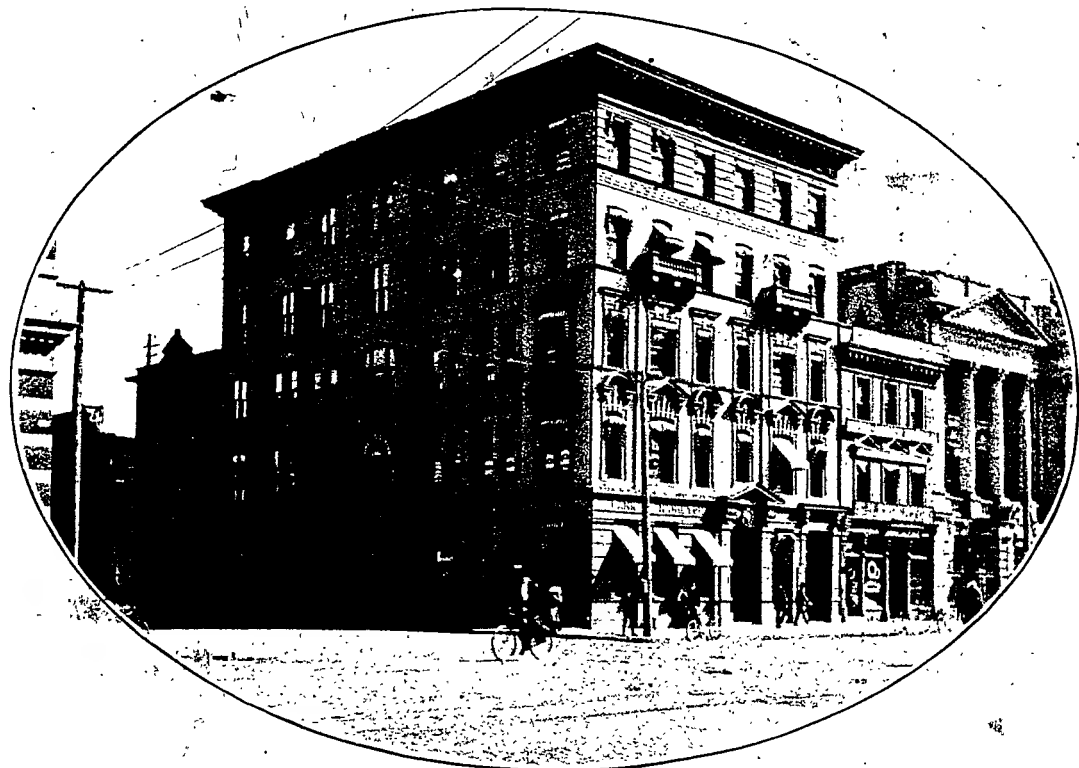
LAWN IN FRONT OF GOVERNMENT BUILDING



CARLTON STREET



LOOKING DOWN THE RED RIVER



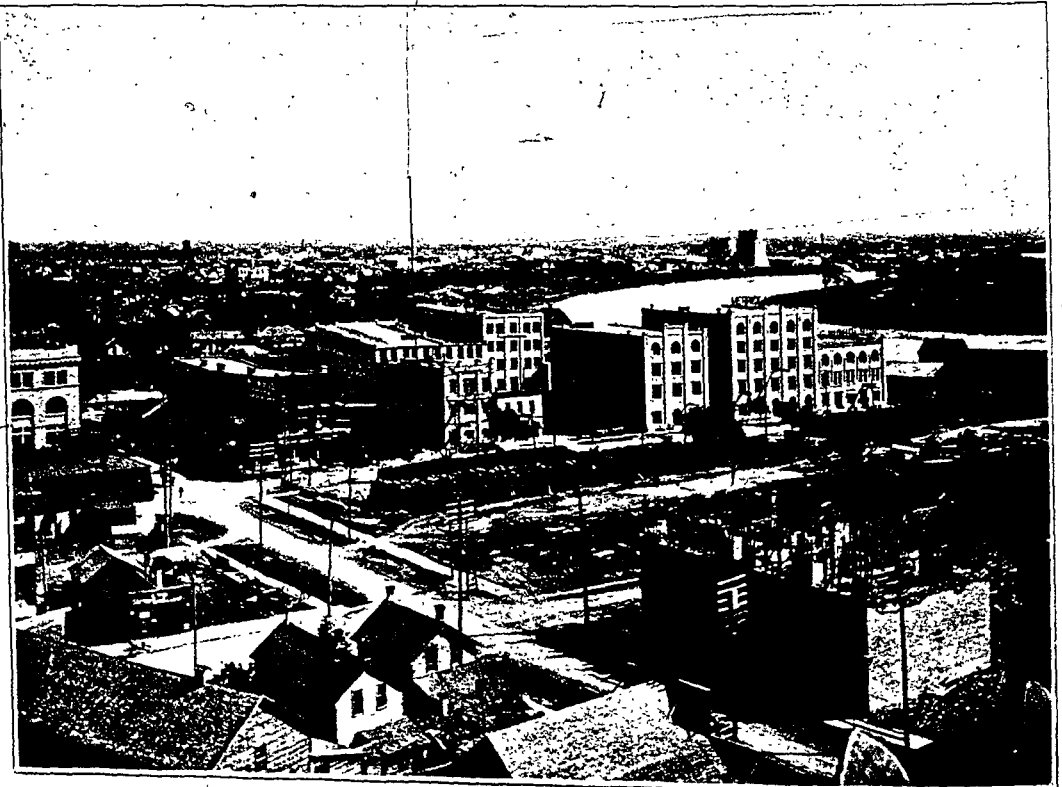
MAIN STREET, LOOKING SOUTH FROM POST OFFICE



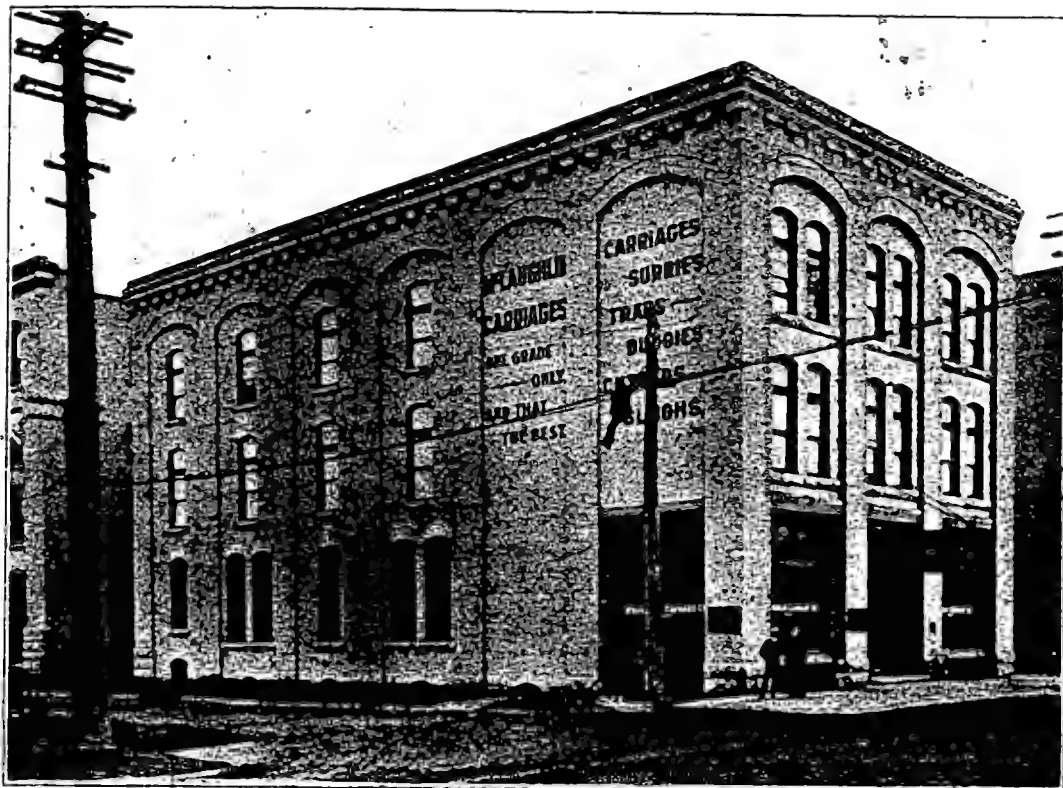
GROVE IN FRONT OF RESIDENCE OF J. STANLEY HOUGH, K C.



* FRETTY WALK, ASSINIBOINE PARK, FORT ROUGE



WINNIPEG, LOOKING NORTH FROM MERCHANTS BANK



McLAUGHLIN CARRIAGE WAREHOUSE



EAST CORNER OF ASSIKIBOINE PARK, FORT ROUGE



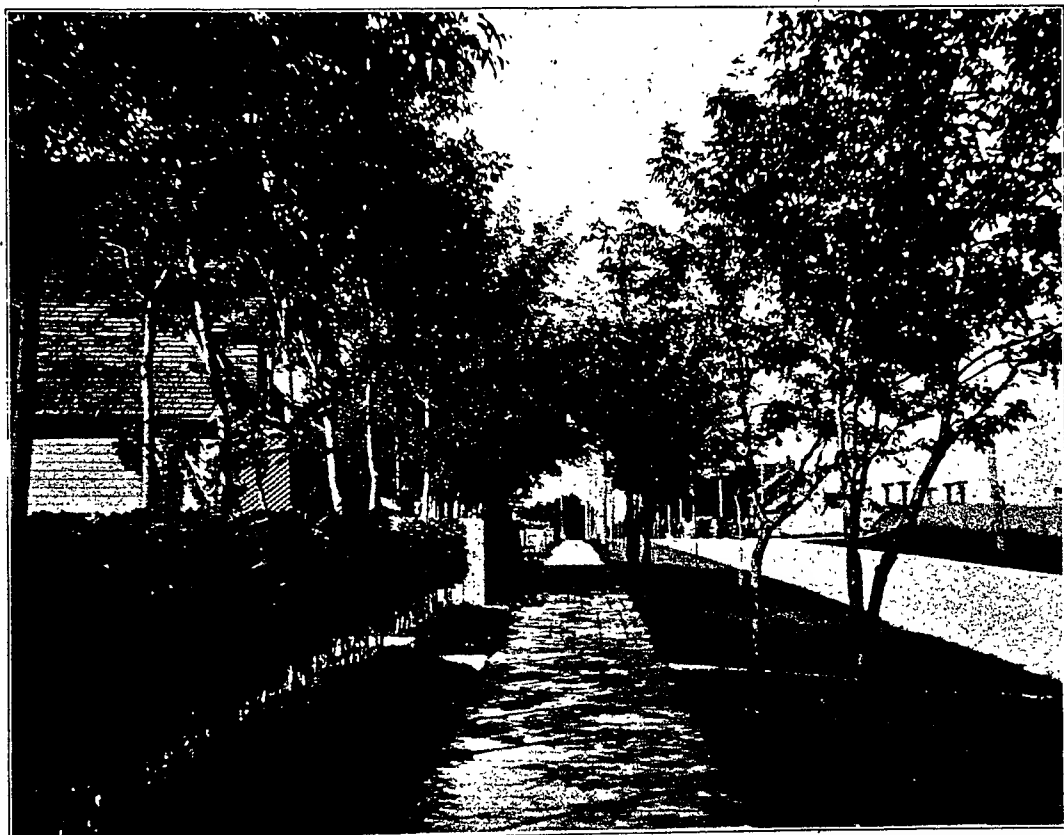
INDIANS OF THE NORTH-WEST



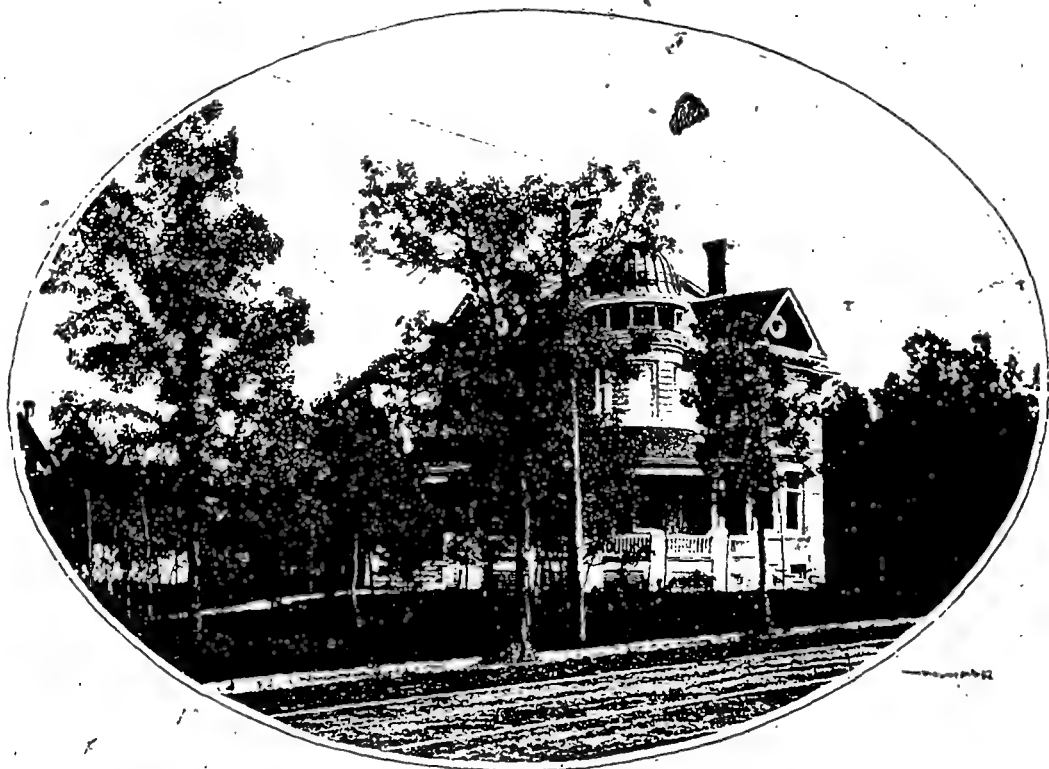
NORTH SIDE OF MARKET STREET



BILLINGTON BROS. HARNESS MAKERS



COLONY ST., LOOKING NORTH



RESIDENCE OF A. STRANG, FORT ROUGE



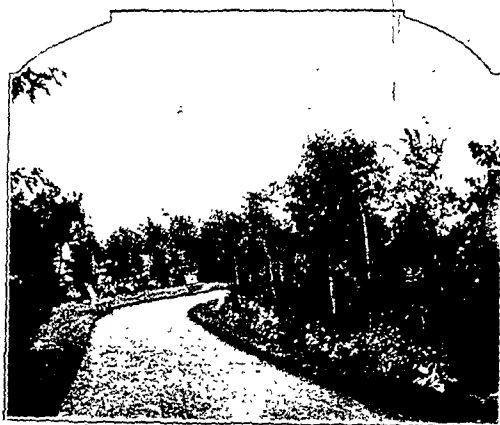
GROVE AT MR. A. M. NANTON'S RESIDENCE, FORT ROUGE



SOUTH SIDE OF ASSINIBOINE AVENUE



GROVE AT MR. A. NANTON'S RESIDENCE, FORT ROUGE



St. John's Park



Mayfair Avenue, Fort Rouge, Looking East



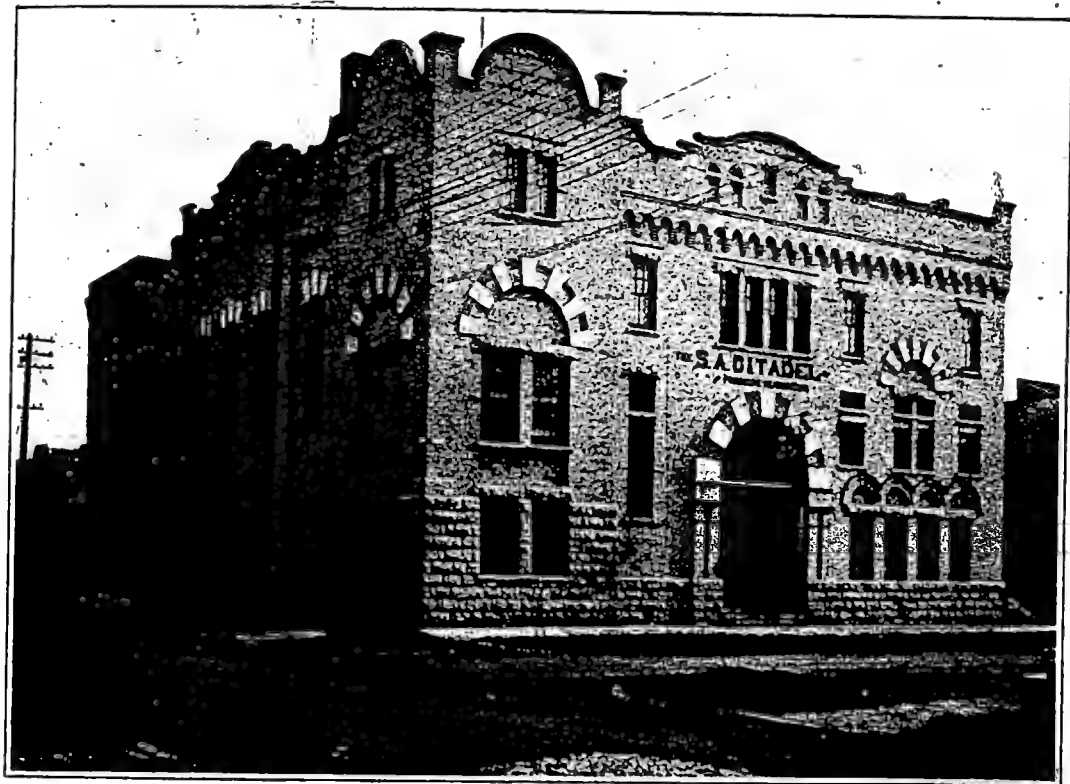
JUDGE WALKER'S RESIDENCE



Roslyn Road, Fort Rouge



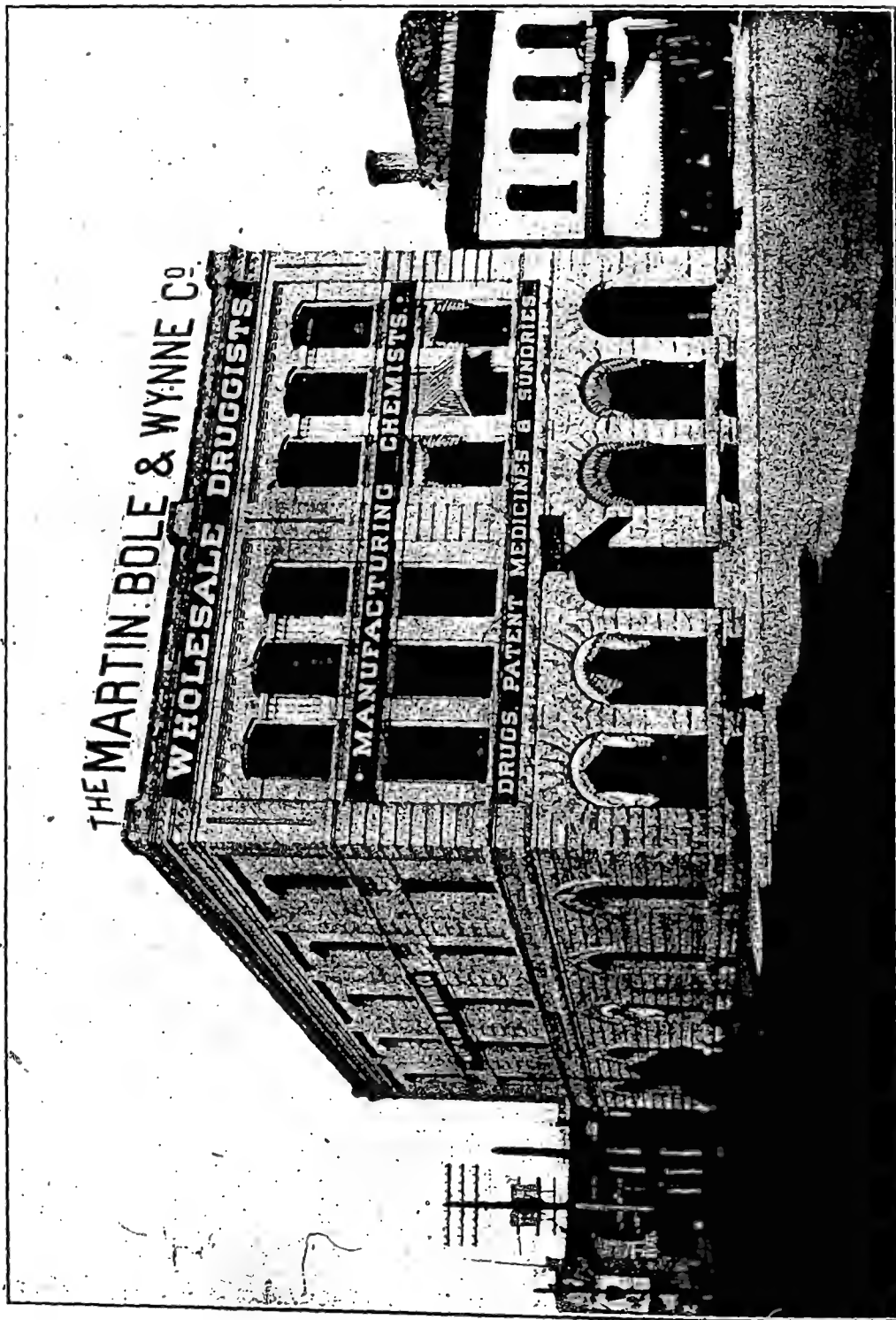
A Pretty Street Scene in Fort Rouge



SALVATION ARMY CITADEL



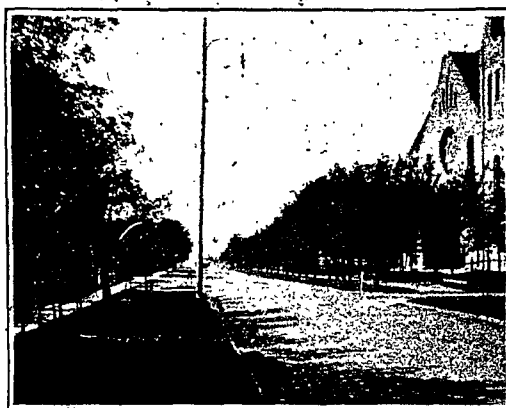
VICTORIA PARK



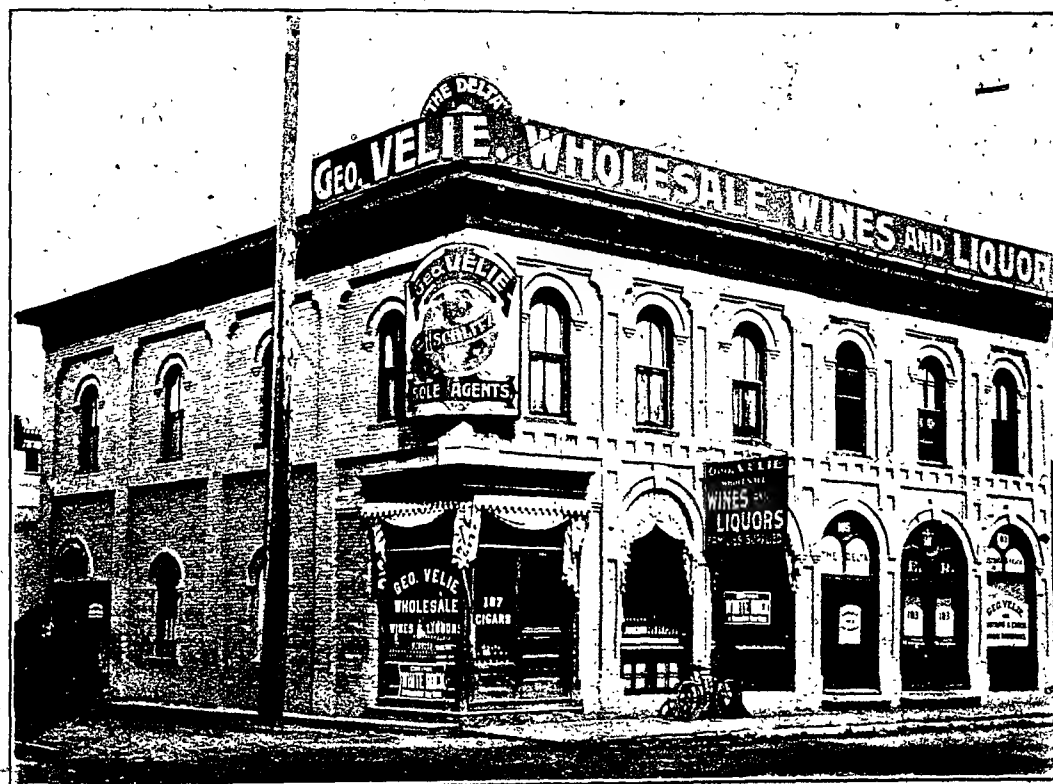
THE MARTIN BOLE & WYNNE CO. WHOLESALE DRUGGISTS



Main Street from Commercial Club



Elgin Avenue



GEO. VELIE, WHOLESALE WINES AND LIQUORS



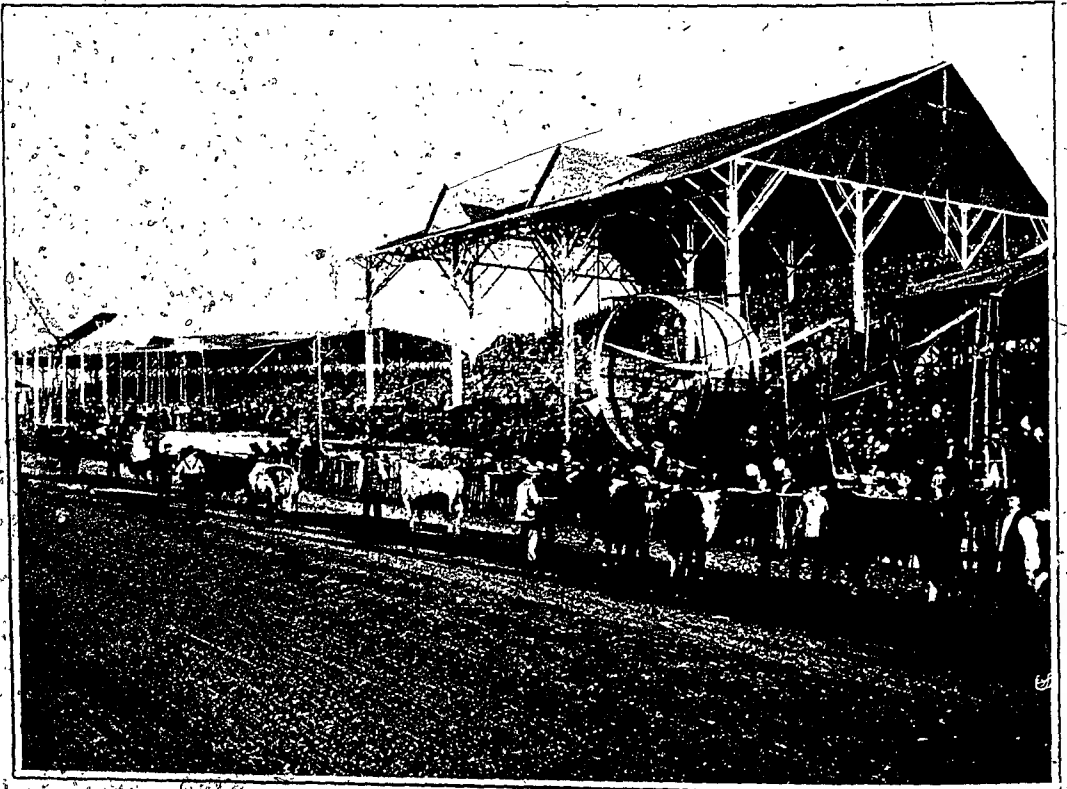
William Avenue, Looking West



Main Street, Looking North from Portage Avenue



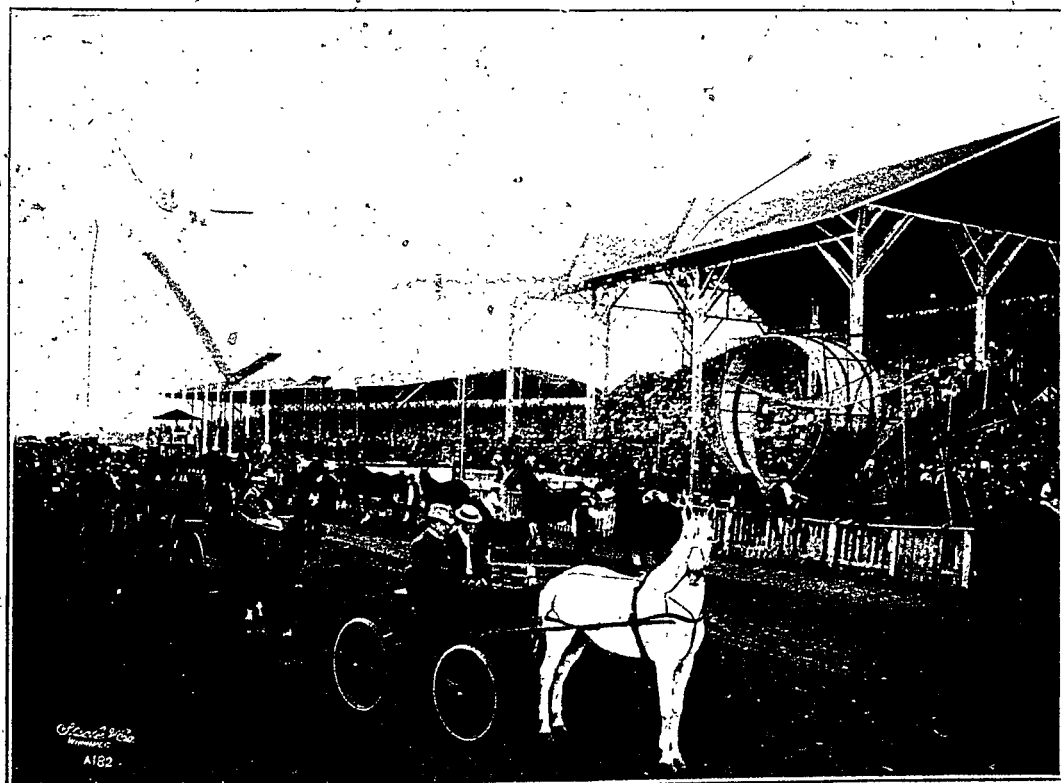
GRAND STAND, WINNIPEG FAIR



WINNIPEG FAIR



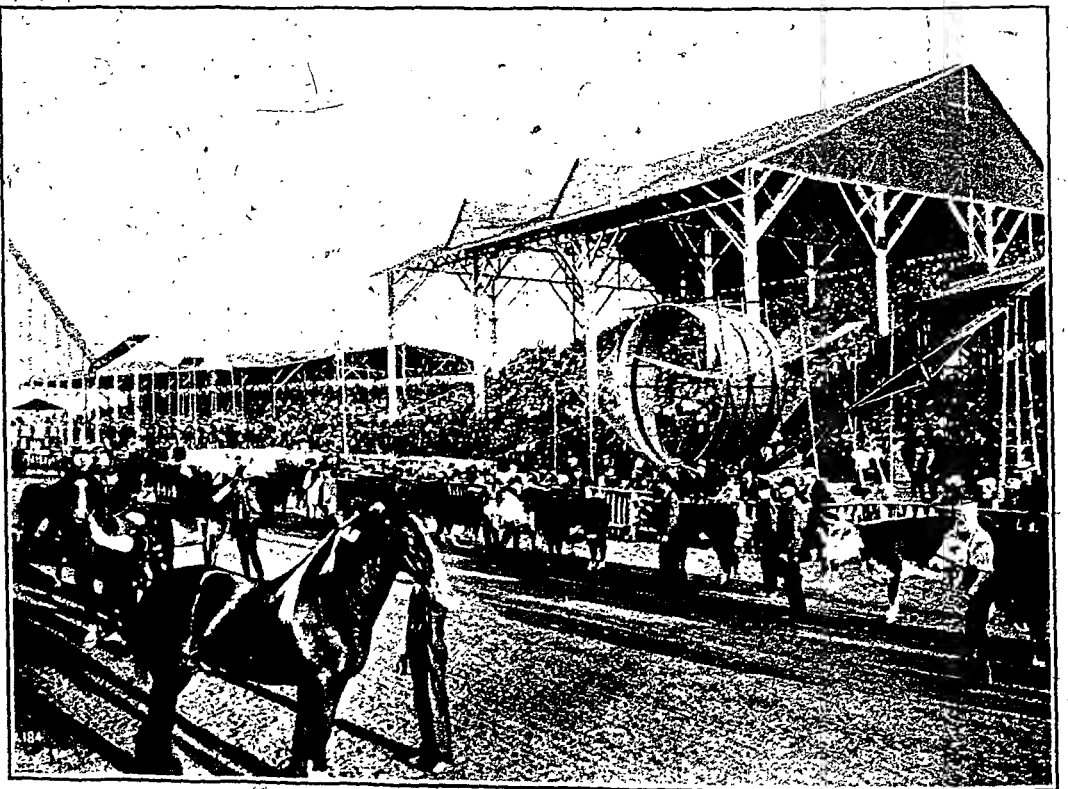
LOOKING INTO THE MIDWAY, WINNIPEG FAIR



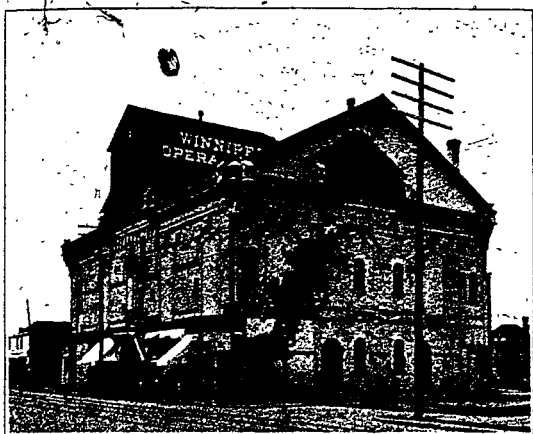
HORSE PARADE, WINNIPEG FAIR



LOOKING NORTH ON EDMONTON STREET



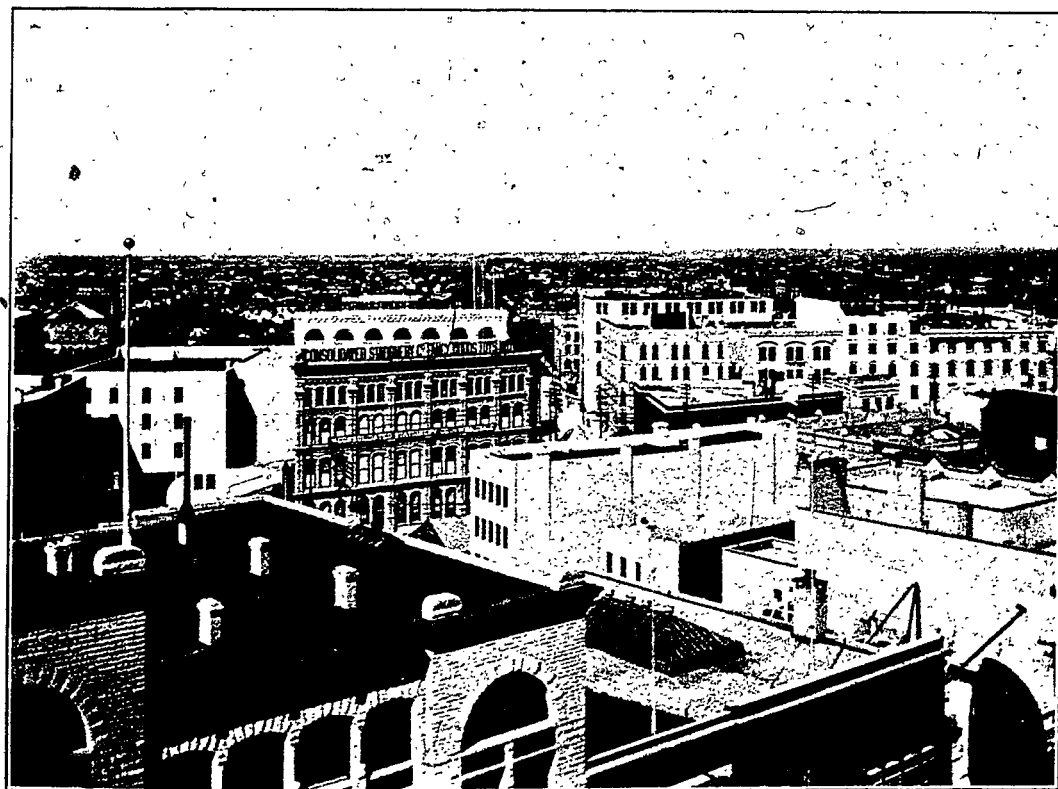
HORSE AND CATTLE PARADE, WINNIPEG FAIR



Winnipeg Opera House



A Corner of Elm Park



A PART OF THE WHOLESALE DISTRICT, WINNIPEG



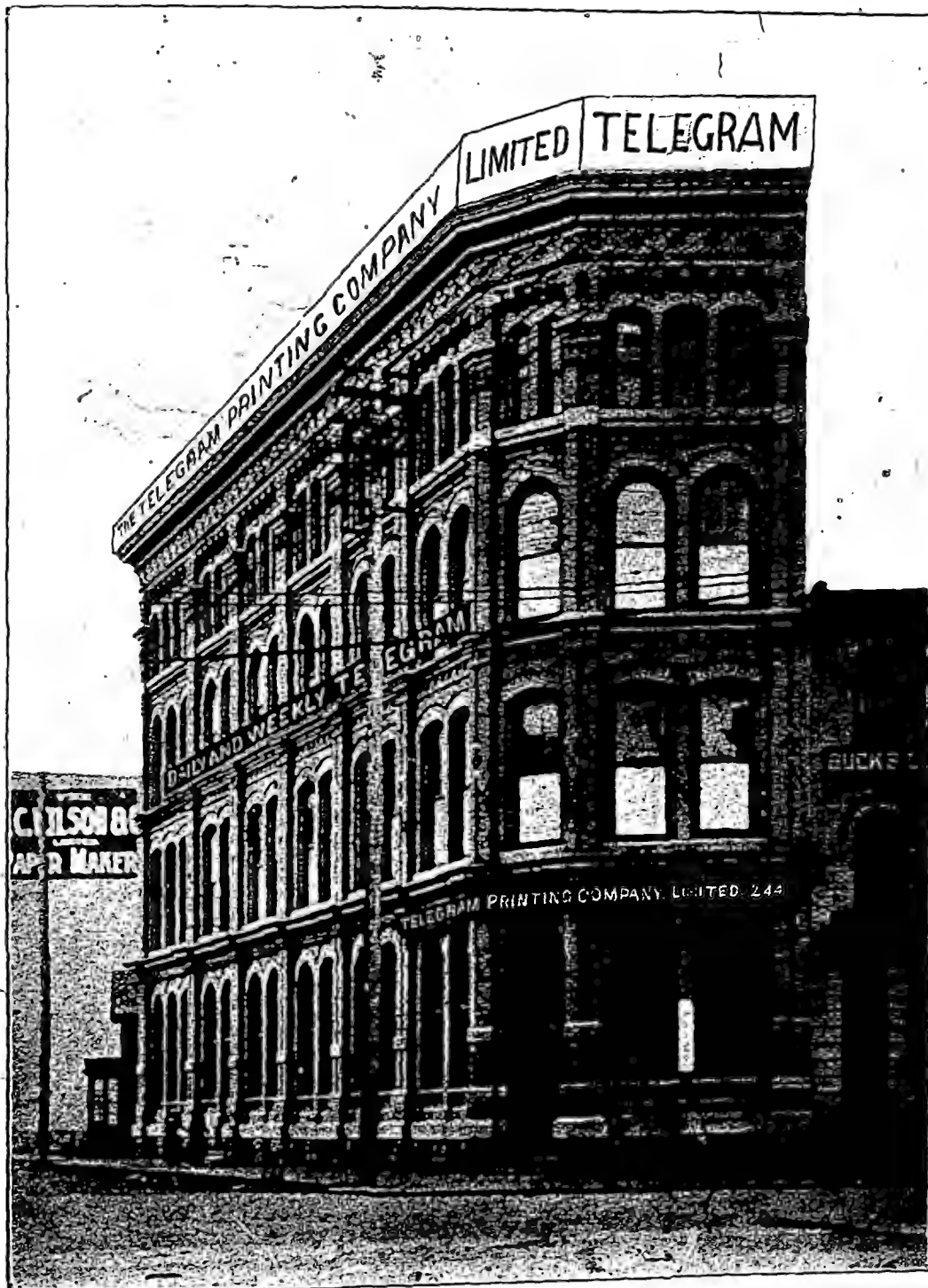
St. John's Park



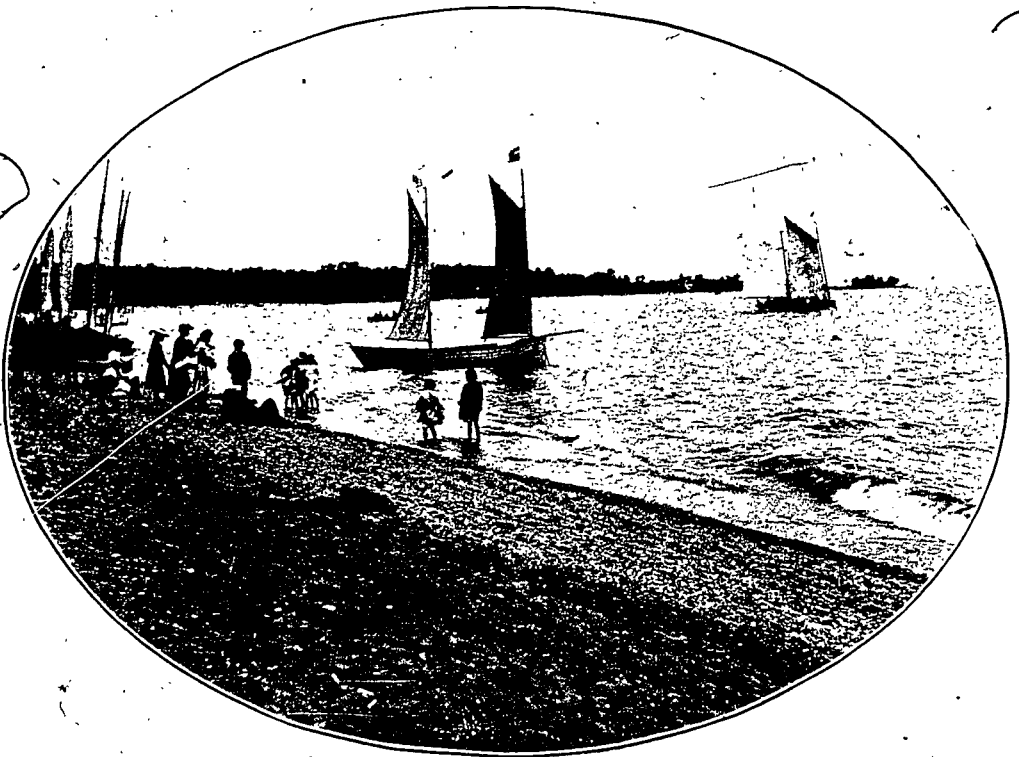
Main Street, Looking North



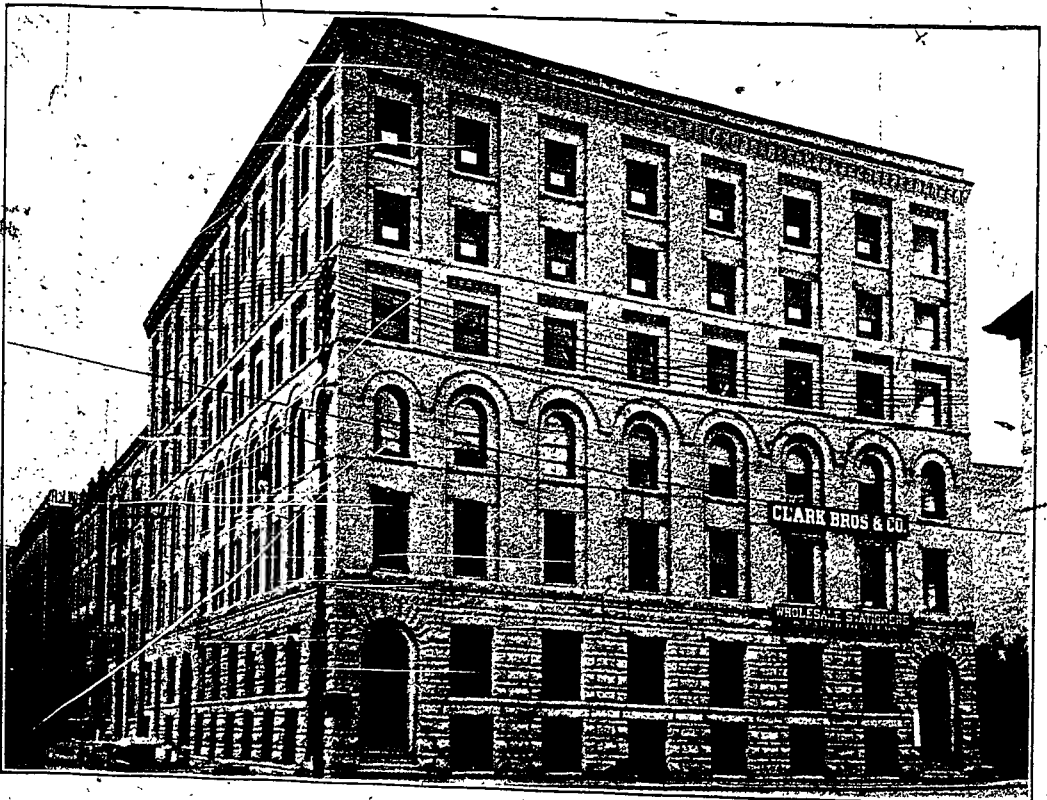
SENIOR EIGHT—Championship of America, at Worcester, U.S., August 14th and 15th, 1903
No. 1 taken at Woonipig No. 2 at Worcester



THE TELEGRAM BUILDING. LARGEST NEWSPAPER OFFICE WEST OF TORONTO



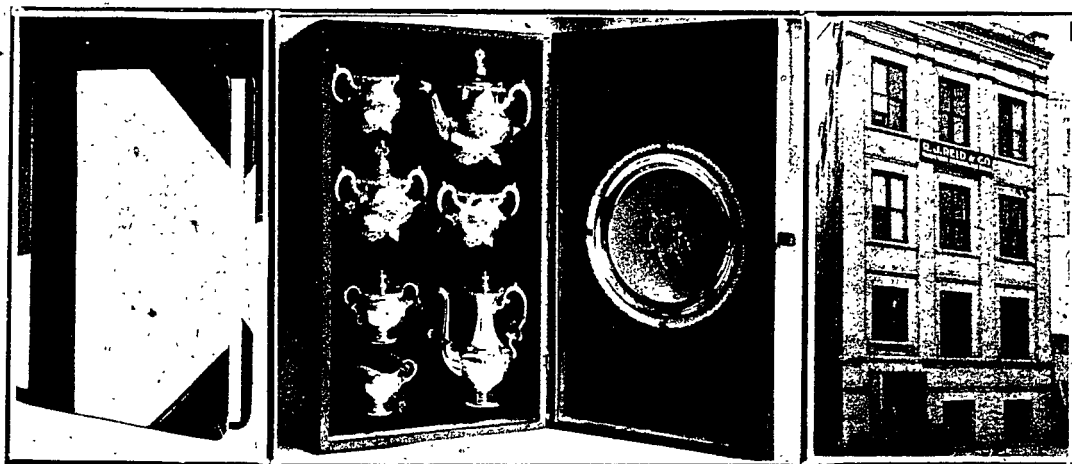
WINNIPEG, BEACH



GAULT BROS. CO., LTD., WHOLESALE DRY GOODS



INTERIOR OF FIRST FLOOR



R. J. REID & CO.



INTERIOR OF SECOND FLOOR

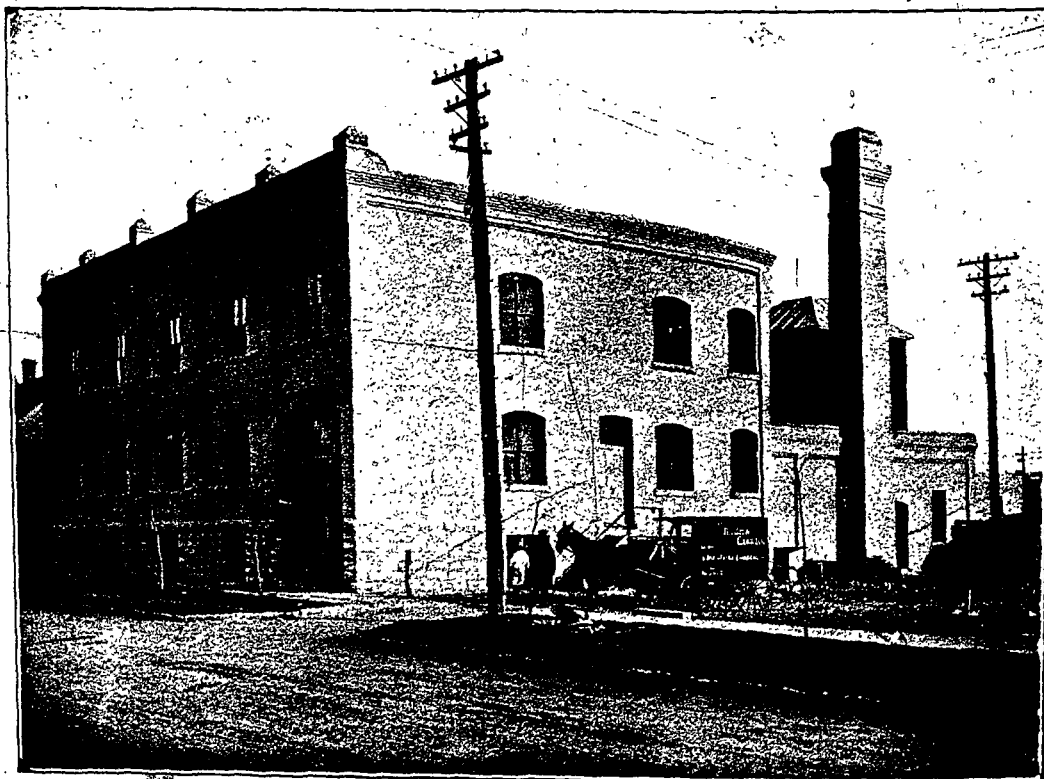
J. R. Hitchings

R. J. Reid

Manufacturing Stationers and Bookbinders. Makers and Importers of Advertising Novelties and Calendars.



CORNER OF R. J. REID & CO'S SAMPLE ROOM, SHOWING CALENDARS AND ADVERTISING NOVELTIES



309 Hargrave St. THE MODERN LAUNDRY AND DYE WORKS CO. LTD. Telephone 2300
 Their plant is equipped with the latest improved machinery, obtained from leading manufacturers, regardless of cost. Experts have been placed in charge.
 They have installed a Water Softening Plant at great expense (the only plant of its kind in Canada).



RESIDENCE OF THOS. BLACK



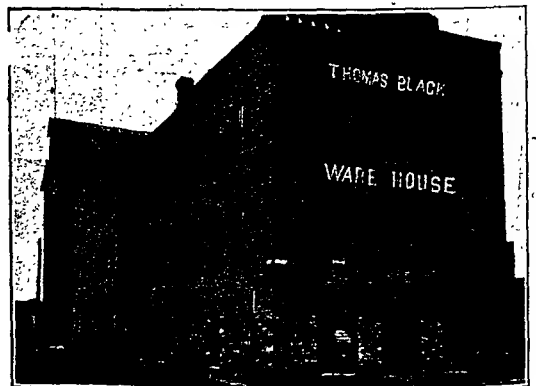
EXTERIOR OF OFFICE



PALACE LIVERY AND BOARDING STABLES,

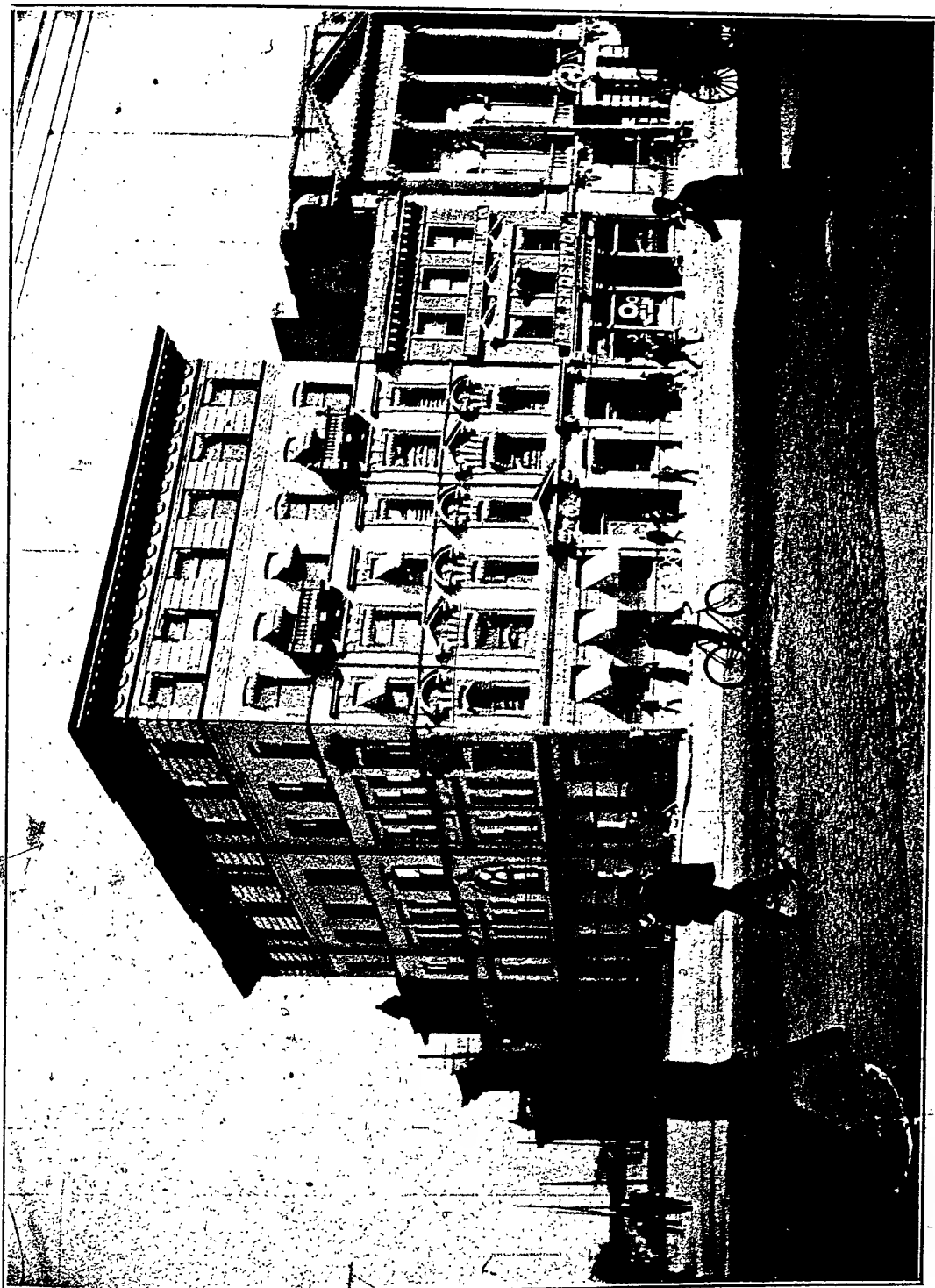


Interior of Office:



Warehouse

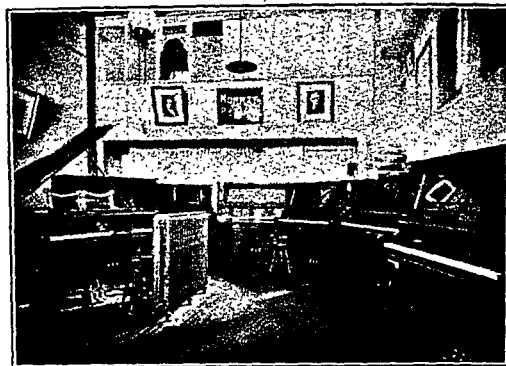
THOMAS BLACK
 Hardware Manufacturers' Agent, 13 1/2 Bannatyne Ave., Winnipeg, Man.
 Metallic Roofing, Siding, Embossed Steel Ceiling and Wall Plates. Sole Agent for Western Canada for National Portland Cement Co., Ltd.



BANK OF HAMILTON



Barrowclough & Semple's Music Store



Piano Parlors

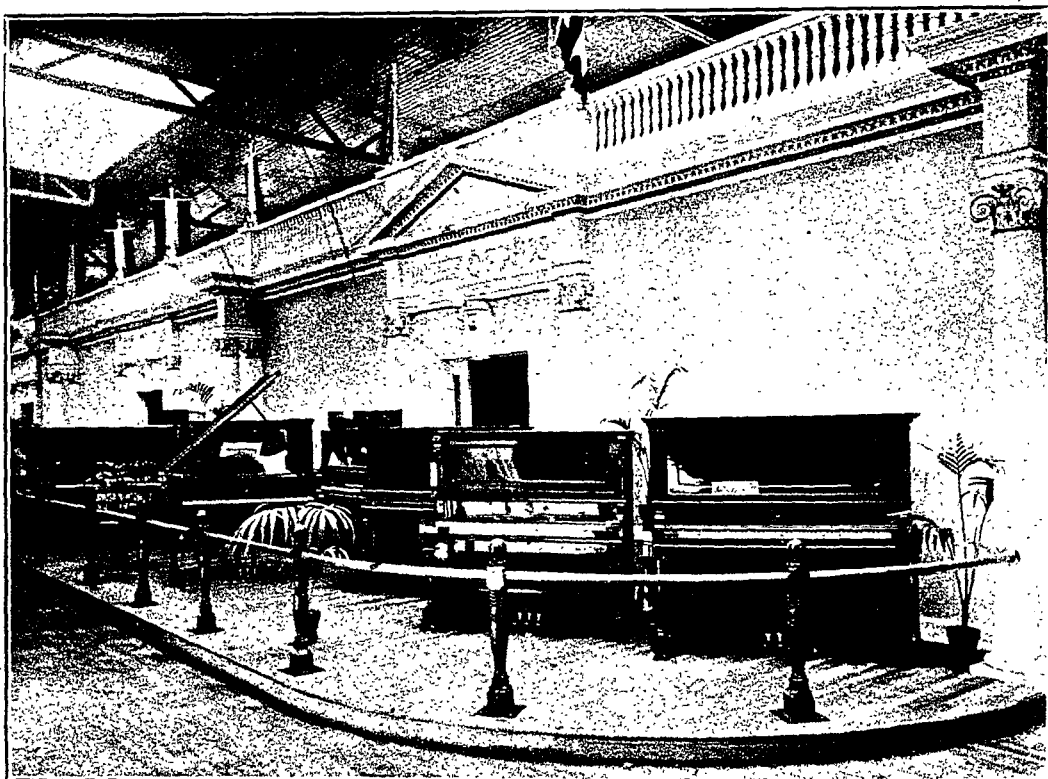
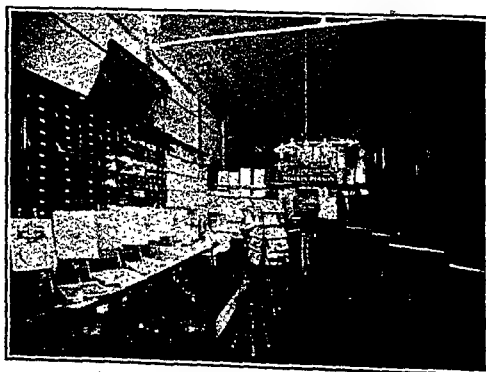
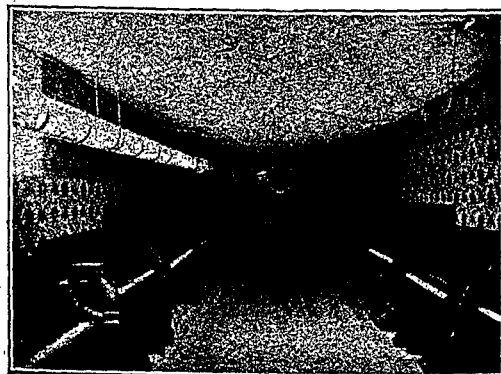


EXHIBIT OF MORRIS PIANOS



Interior of Barrowclough & Semple's Music Store

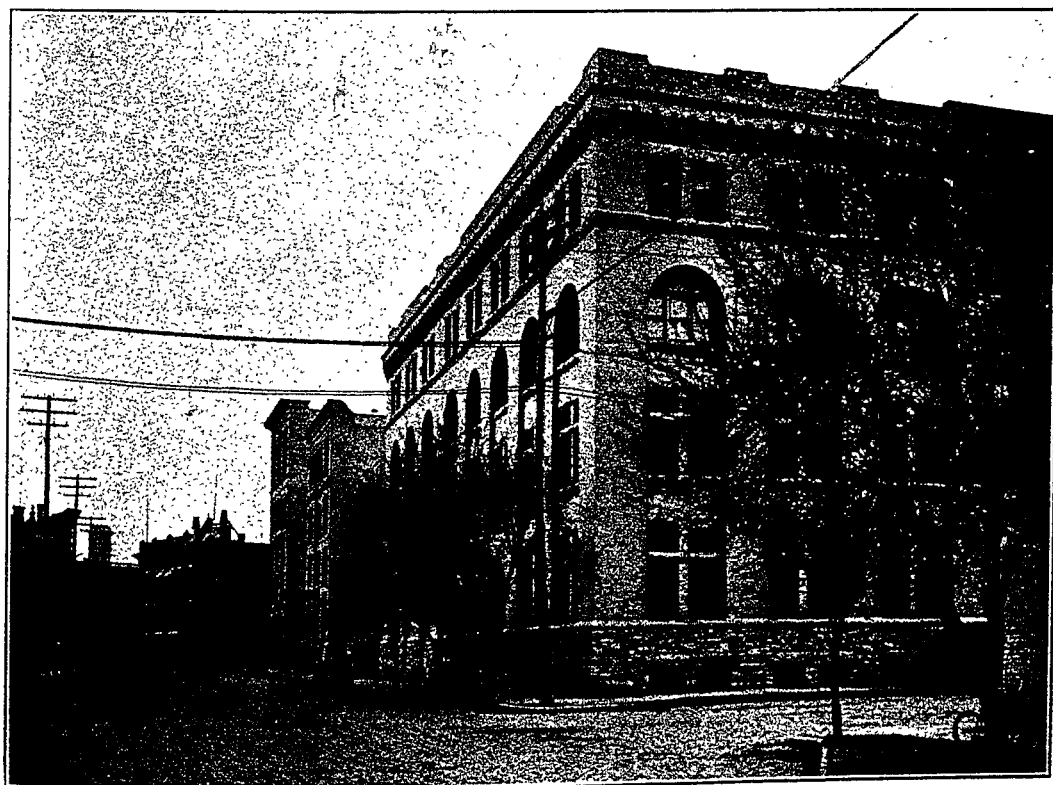


Organ Parlors

BARROWCLOUGH & SEMPLE'S POPULAR MUSIC STORE.
 Manitoba's General Music House. Western Agents for Morris and Knabe Pianos. Sole Agents for Martel's Illustrated Souvenir Book of Winnipeg.



G. F. STEPHENS & CO., LTD., MANUFACTURERS AND JOBBERS OF PAINTS, OILS AND GLASS



VIEW OF BANNATYNE AVE. EAST



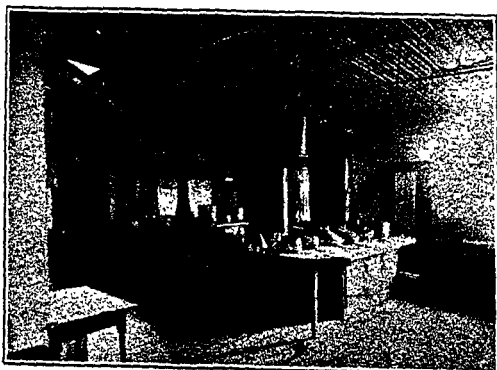
Interior of Office



Dining Room



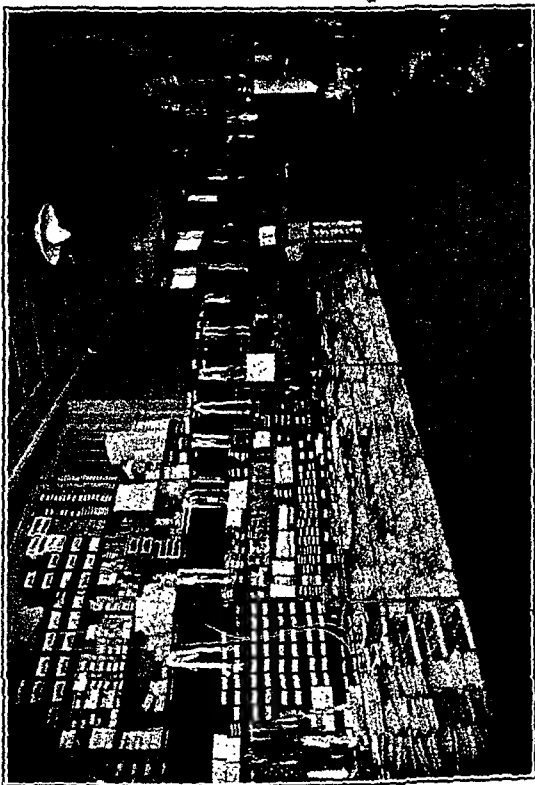
ROBLIN HOUSE. D. HISLOP, PROP.
117 Adelaide St., one block west of Market. All Modern Improvements No Liquor.



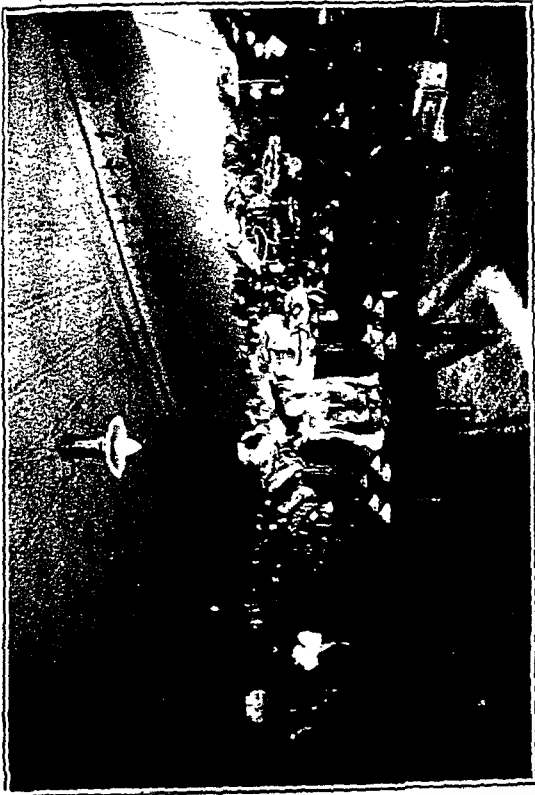
Cuisine



A few of the Guests



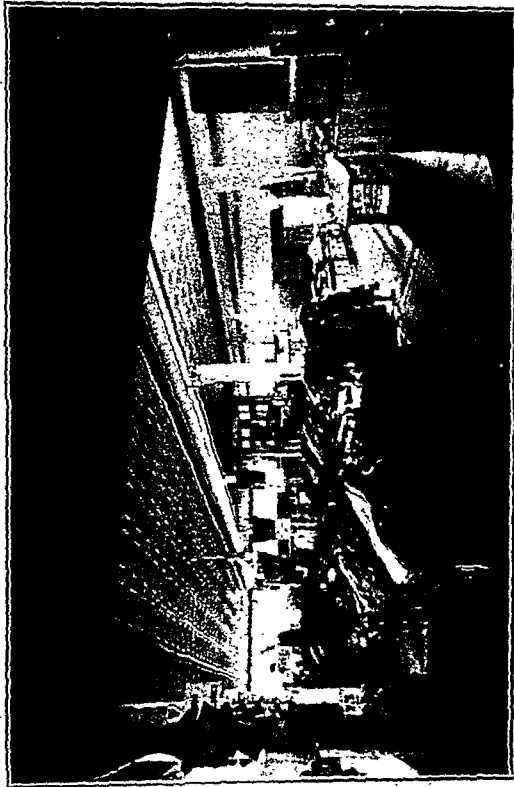
Gent's Furnishing Department



Section of Millinery Department, 2nd Floor



Boot and Shoe Department, 2nd Floor

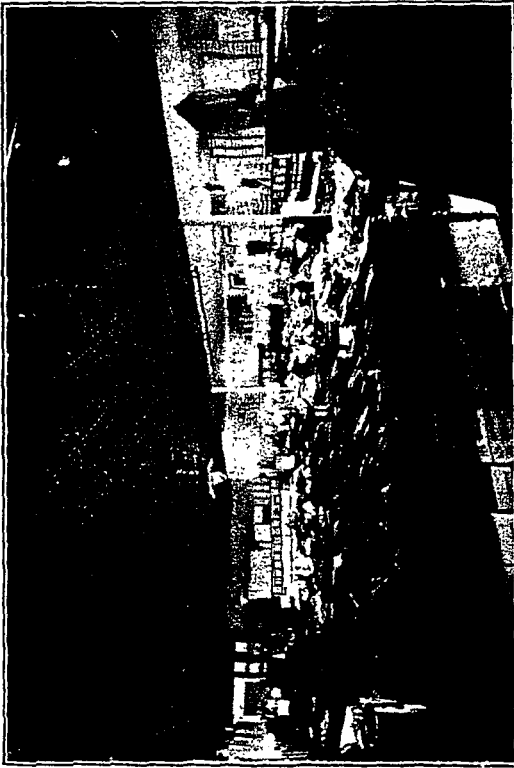


Boys' Clothing and Carpet Department

ROBINSON & CO. LTD.
On this and the following page are shown eight sectional views of Robinson & Co.'s Departmental Store. This business is one of the largest and oldest of its kind west of Toronto, and employs about two hundred and twenty hands.



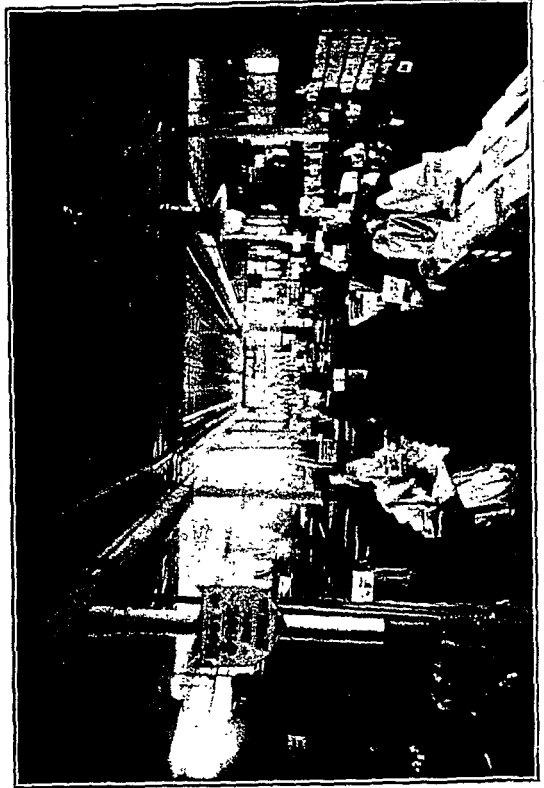
Section of Dress Goods and Silk Department



Ladies' Ready-to-Wear Department



Lace and Small-ware Department

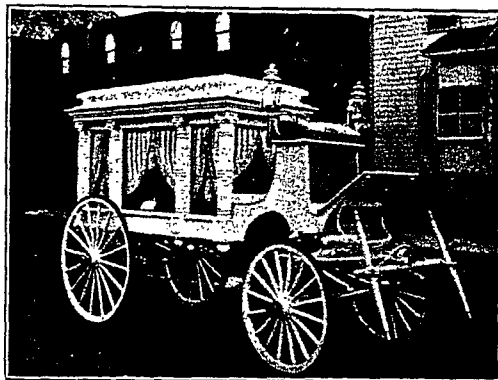


Staple and Dress Goods Department

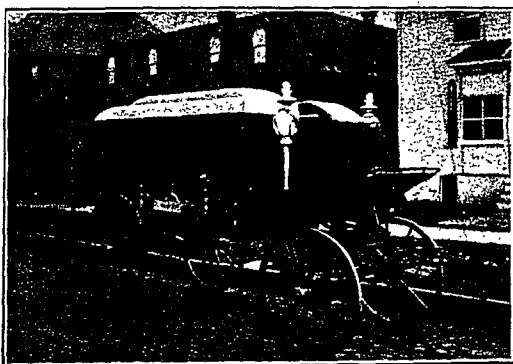
ROBINSON & CO., LTD.
The growth of the business of this firm has been very rapid in the last few years, and they have been forced to add to their building from time to time. They now occupy two floors and basement of a building stretching from Main Street to Albert Street, about 315 feet deep, with a width of 120 feet in the widest part.



Ambulance



White Funeral Car

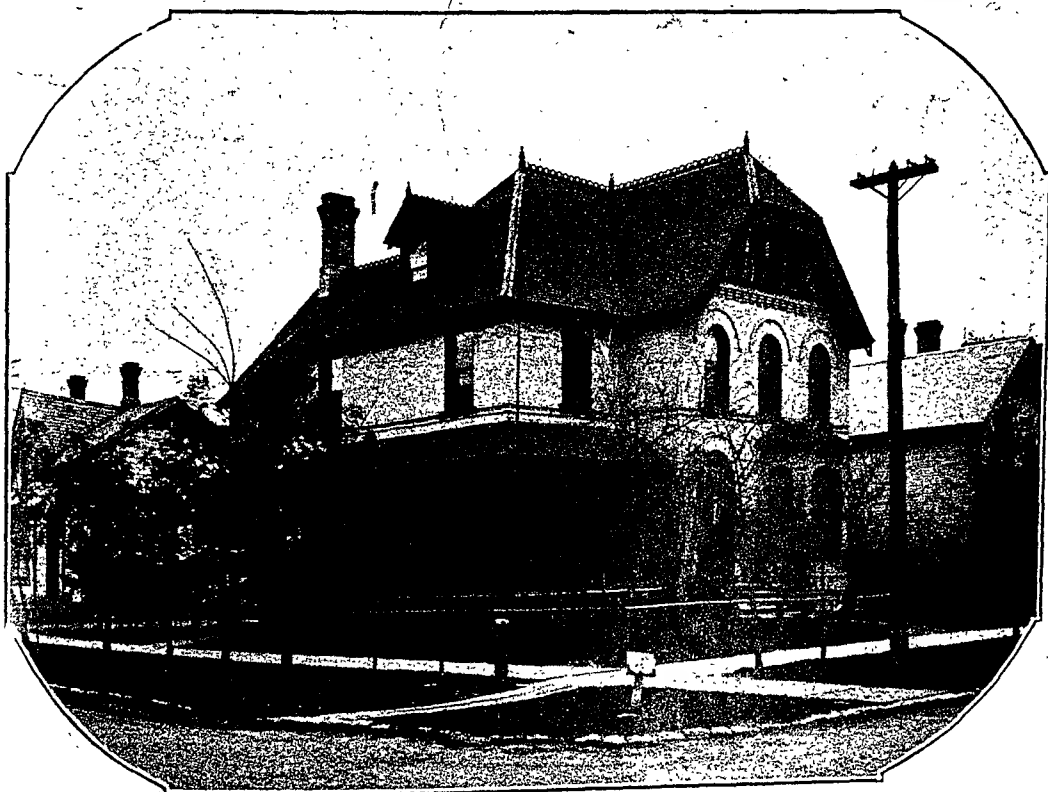


Black Funeral Car



Office and Chapel

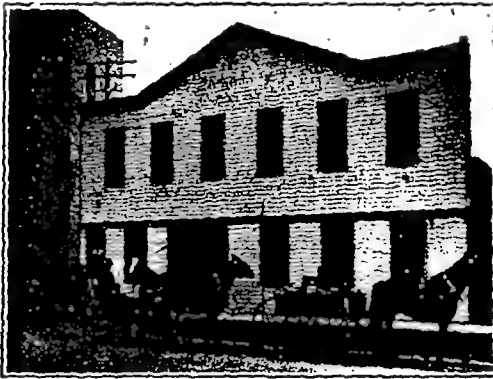
Funeral Directors and Embalmers. Ambulance in connection
CLARK BROS. & HUGHES
 Telephone 1239, Day and Night Call. Office and Chapel, 186 James St., Winnipeg, Man.



Mrs. Drinkwater, Head Nurse

ENGLISH NURSING HOME

193 Donald Street



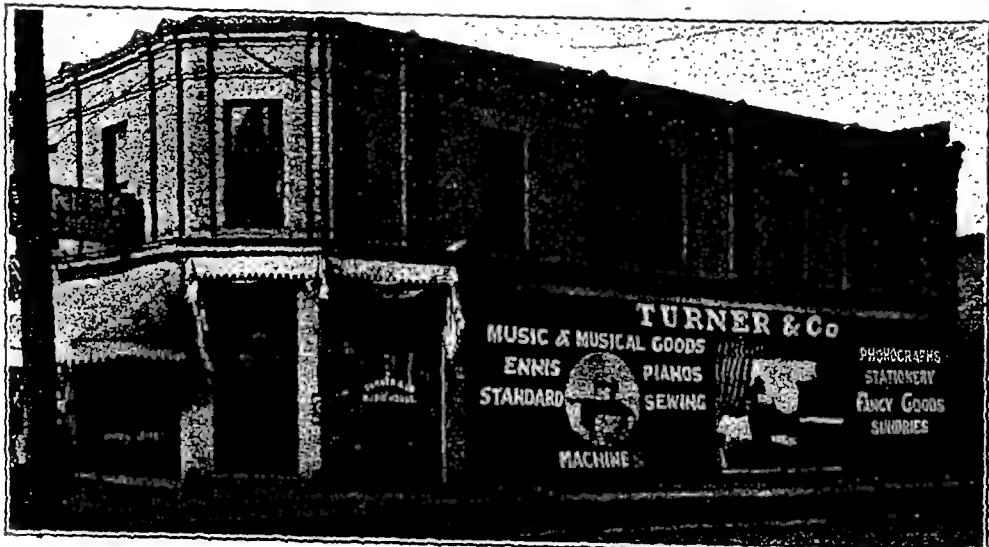
M. Hanlon Livery, Feed and Sale Stable



C. L. Meyers & Co. Ladies' and Gents' Tailors. 275 Portage Ave



INTERIOR OF TURNER & CO'S RETAIL STORE



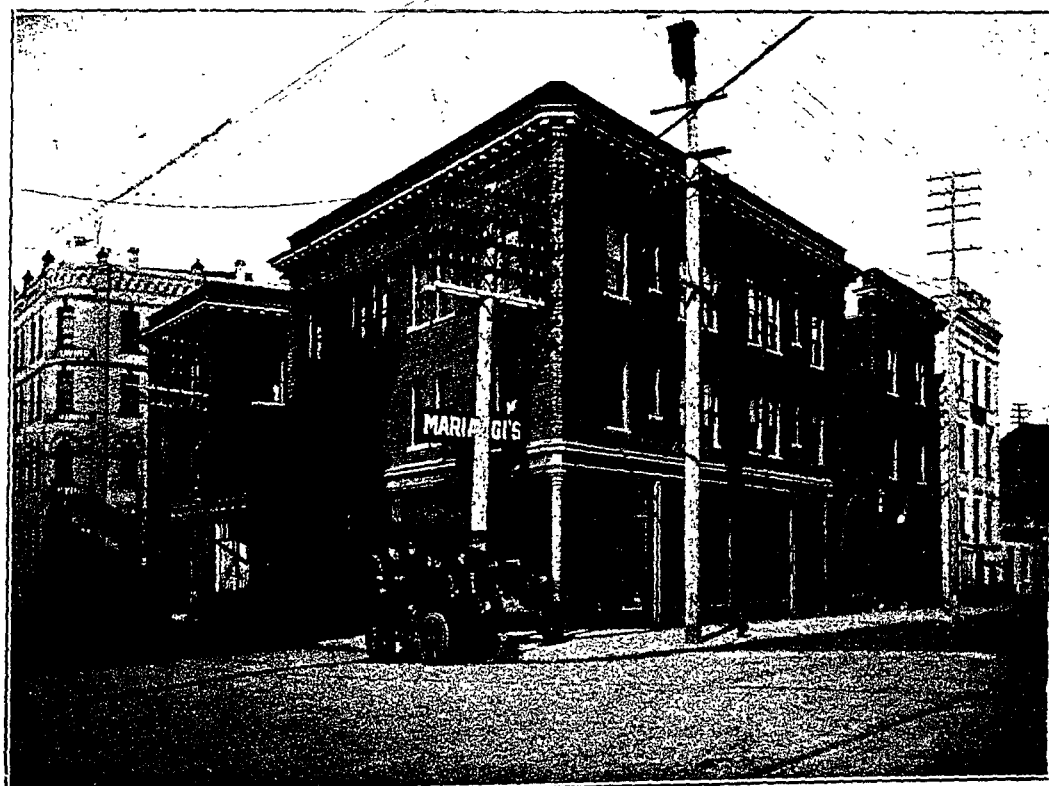
Turner & Co's Retail Music House, 253 Portage Ave., corner Garry St., showing Wholesale Music Warehouse in rear. Phone 1052



Gent's Private Dining Room



One of the Suites



THE MARIAGGI, EUROPEAN PLAN HOTEL

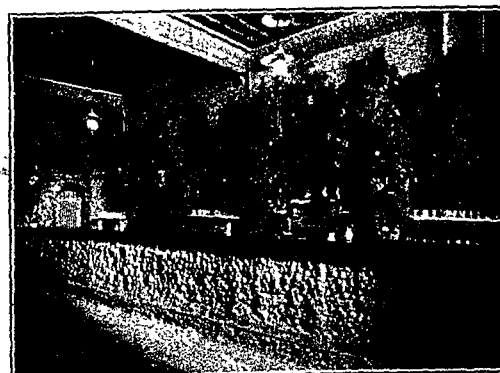
Corner McDermot, Arthur and Albert Streets, Winnipeg.

Mariaggi, Skinner & Mackay, Proprietors.

Ladies' and Gentlemen's Dining Rooms. Private Dining Rooms in Grotto. Meals a la Carte at all hours. Cuisine Unexcelled. Rooms Single or in Suite, Elegantly Furnished. Bath and Telephone in every room. Telephone 1575



Private Dining Room in Grotto

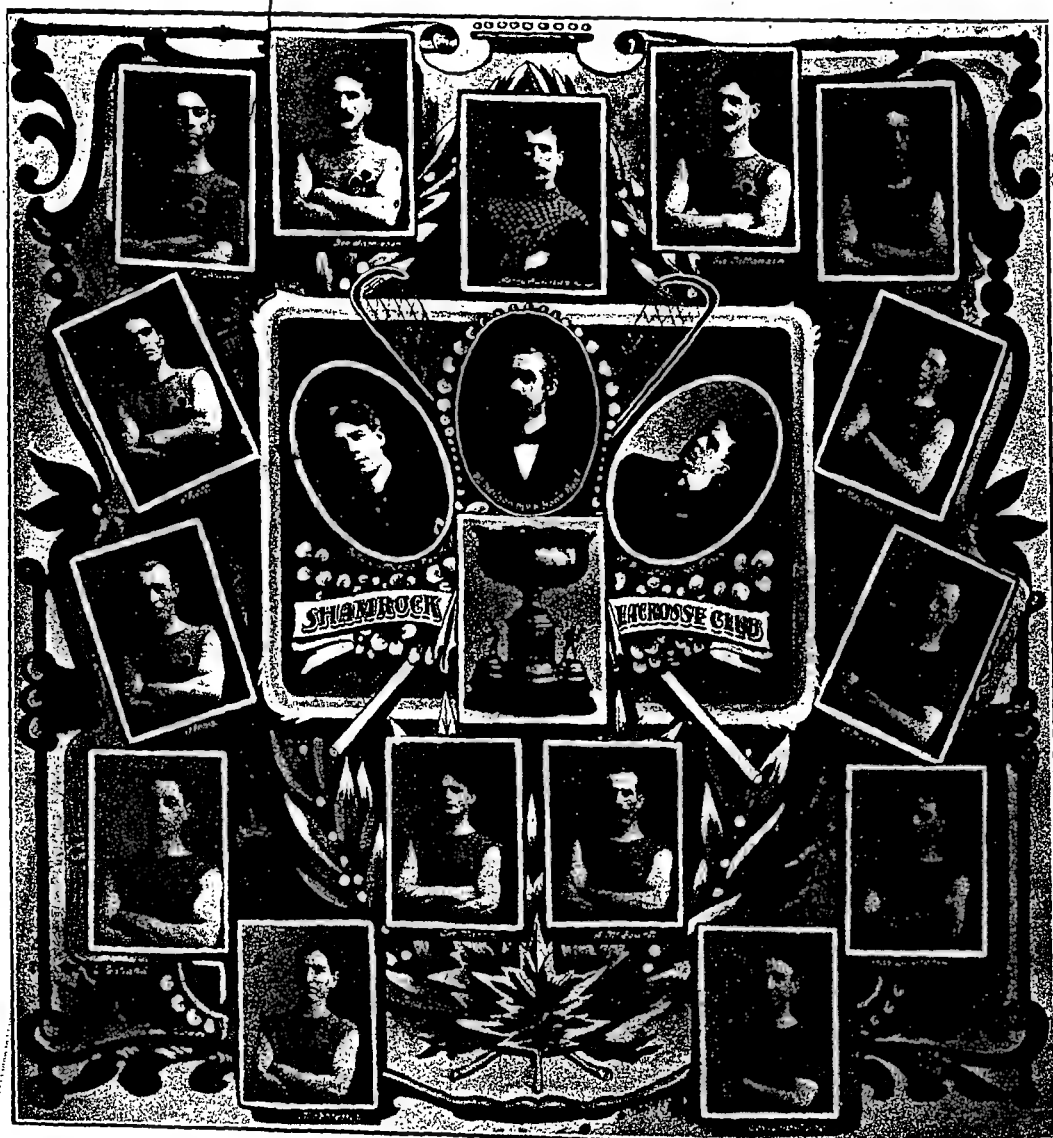


Refreshment Bar

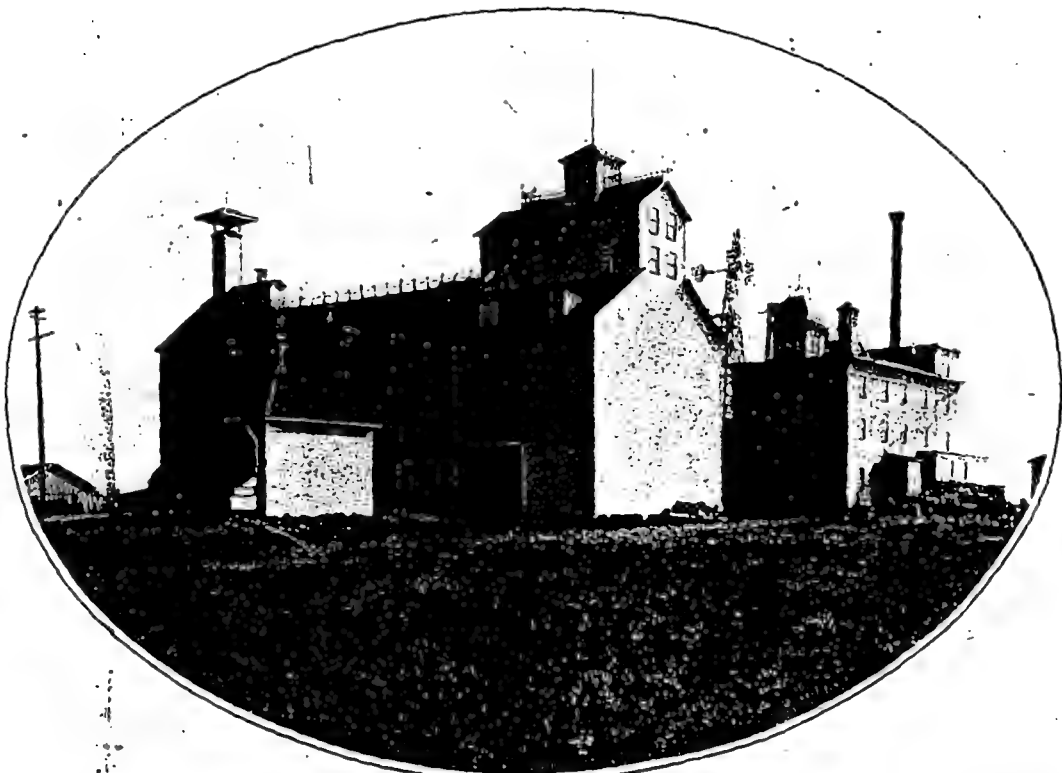


SPENCE ST. FROM PORTAGE AVE TO BROADWAY

A marsh 14 months ago, turned into one of the finest residential streets in the City, by Messrs. Victor Bouche & Wm. Irish, Contractors, in that time



SHAMROCK LACROSSE CLUB, CHAMPIONS OF WESTERN CANADA AND UNITED STATES -- 1902-1903



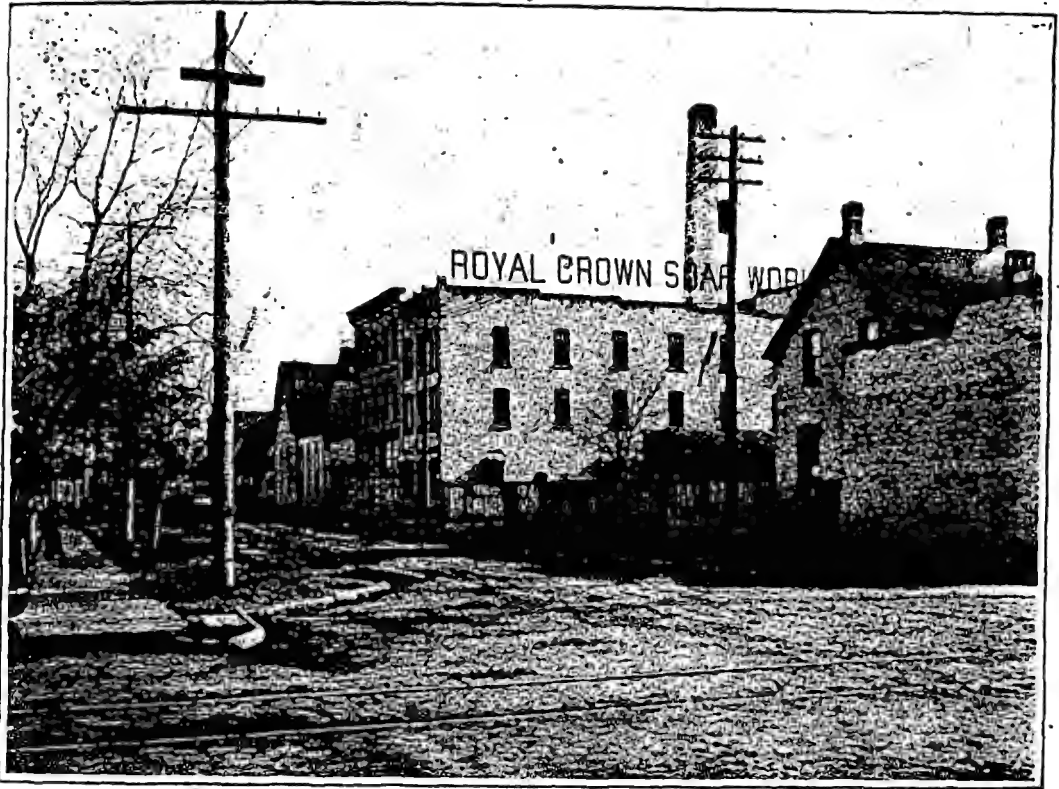
E. L. DREWRY, BREWERY



WALK, ASSINIBOINE PARK, FORT ROUGE



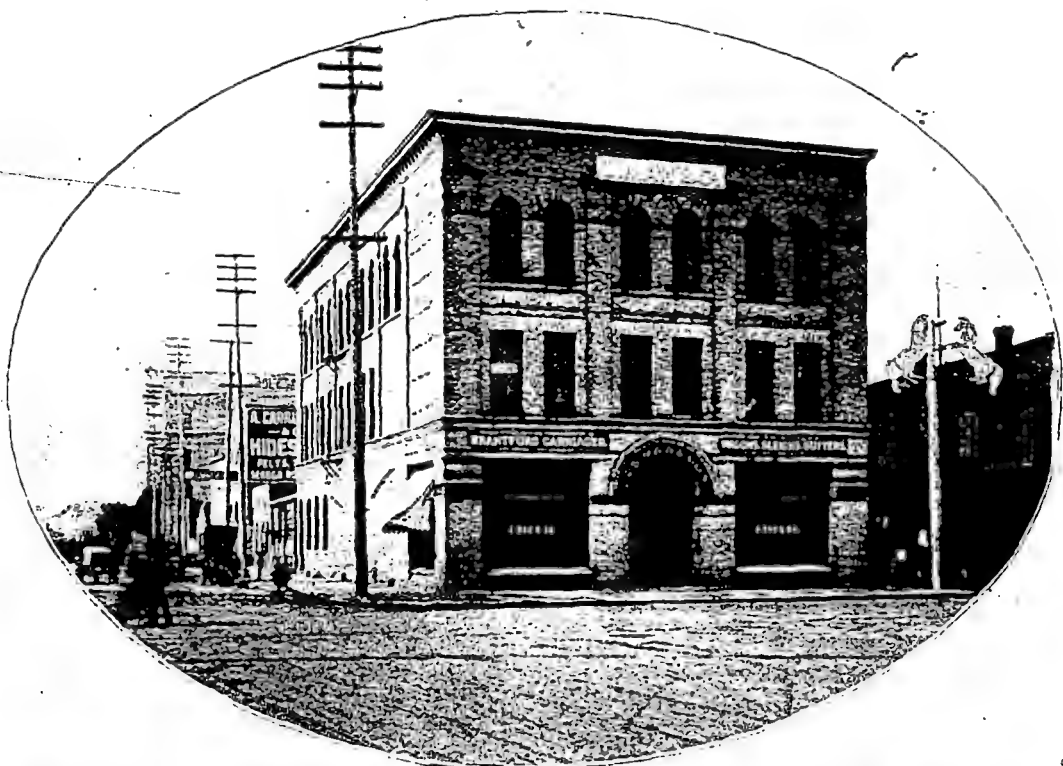
WINNIPEG SENIOR FOUR—Winners of the National and International Championship of America, August 7th and 8th, 1903. Worcester, U.S.



ROYAL CROWN SOAP WORKS



ASSINIBOINE PARK



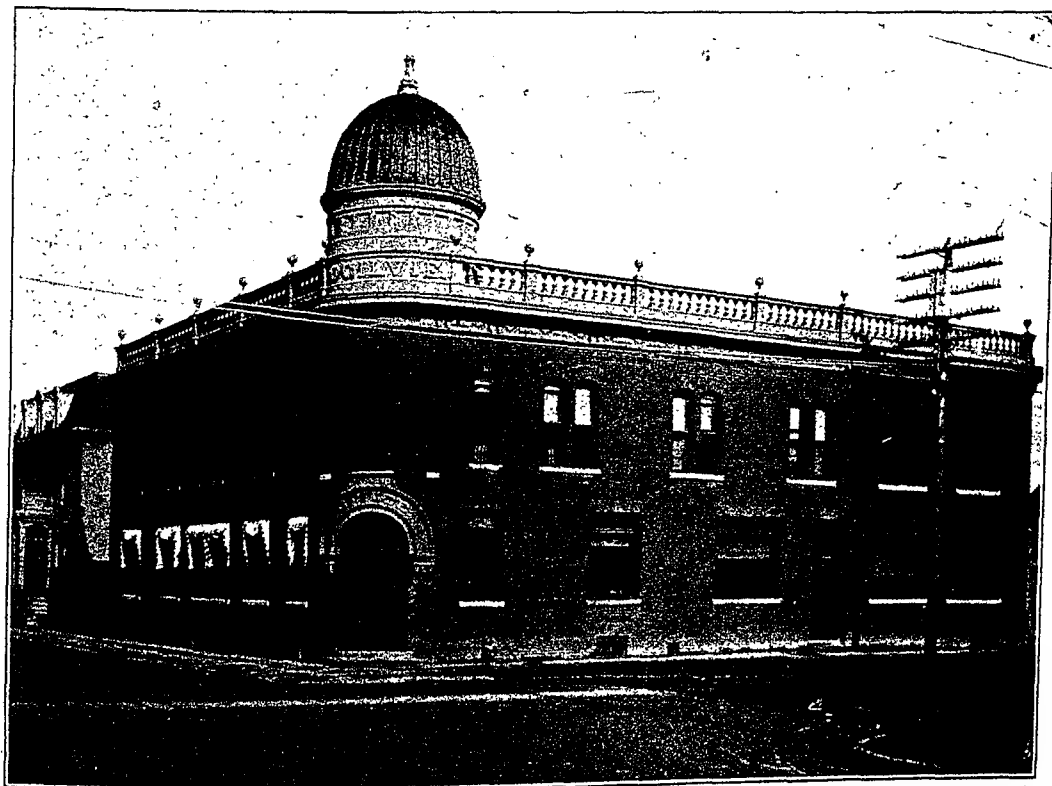
J. MAW & CO.



8 . SIDEWALK, CARLTON ST., LOOKING FROM QU'APPELLE ST.



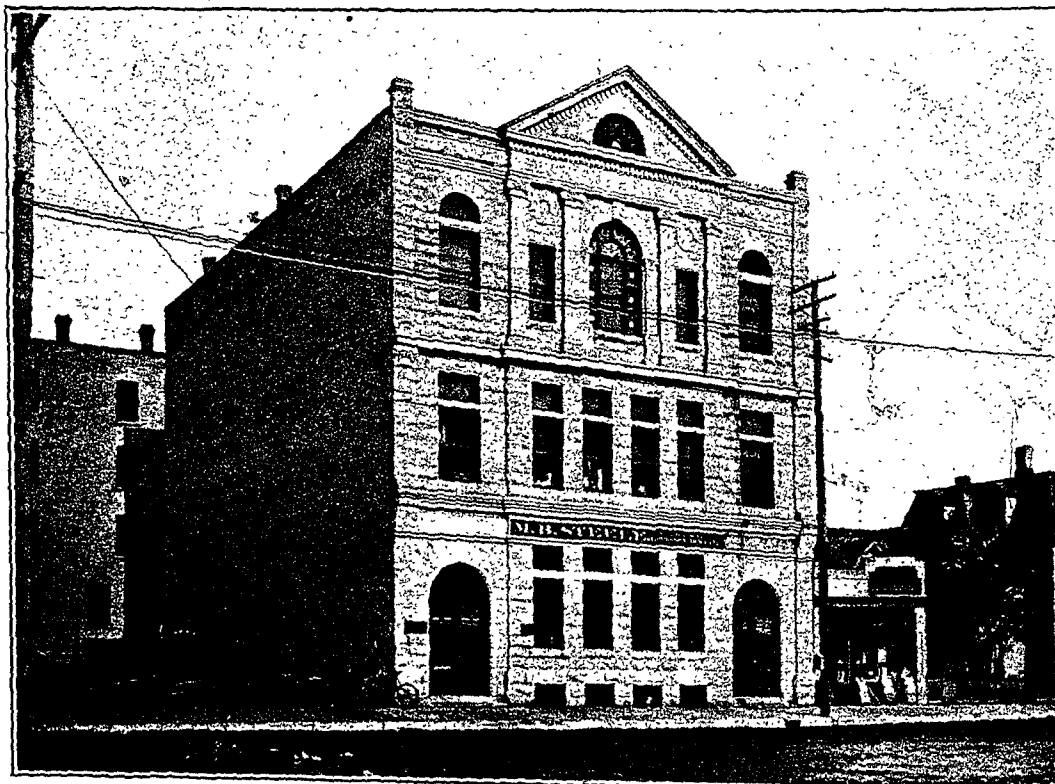
MAYFAIR AVE., LOOKING EAST



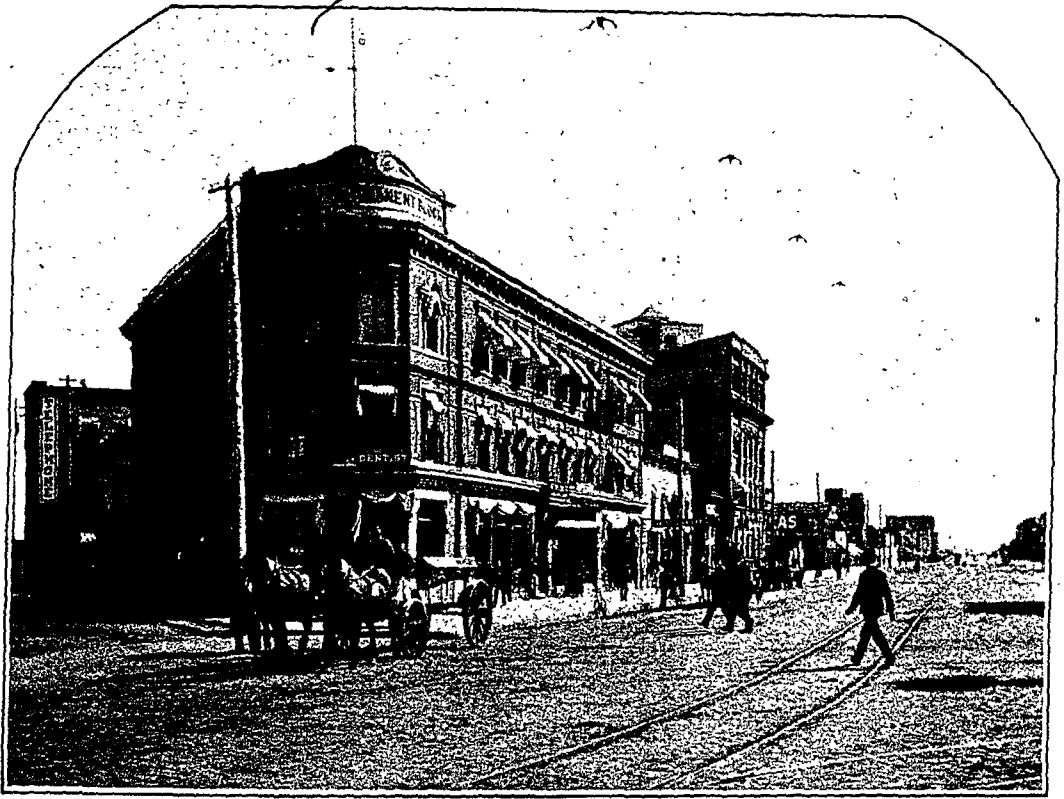
CITY OFFICE OF THE OGILVIE MILLING CO.



MAIN ST. SOUTH OF PORTAGE AVE.



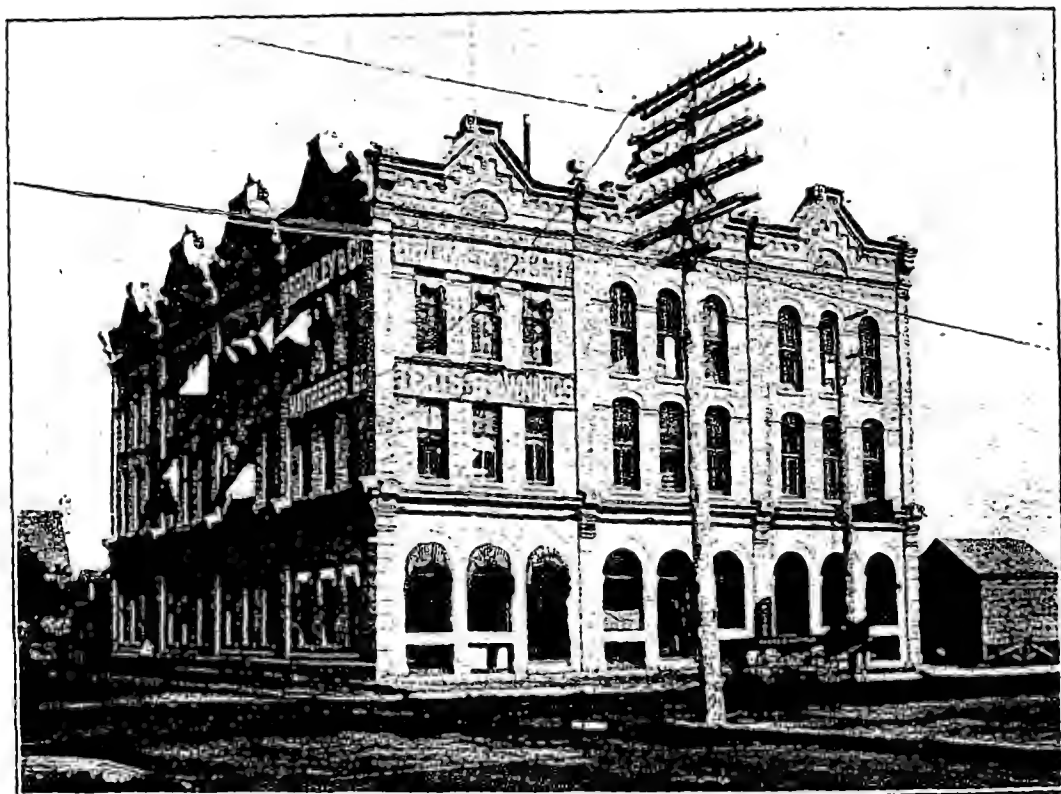
ORANGE HALL, PRINCESS ST.



CANADA PERMANENT BLOCK



ASSINIBOINE RIVER, FORT ROUGE



BROMLEY & CO.



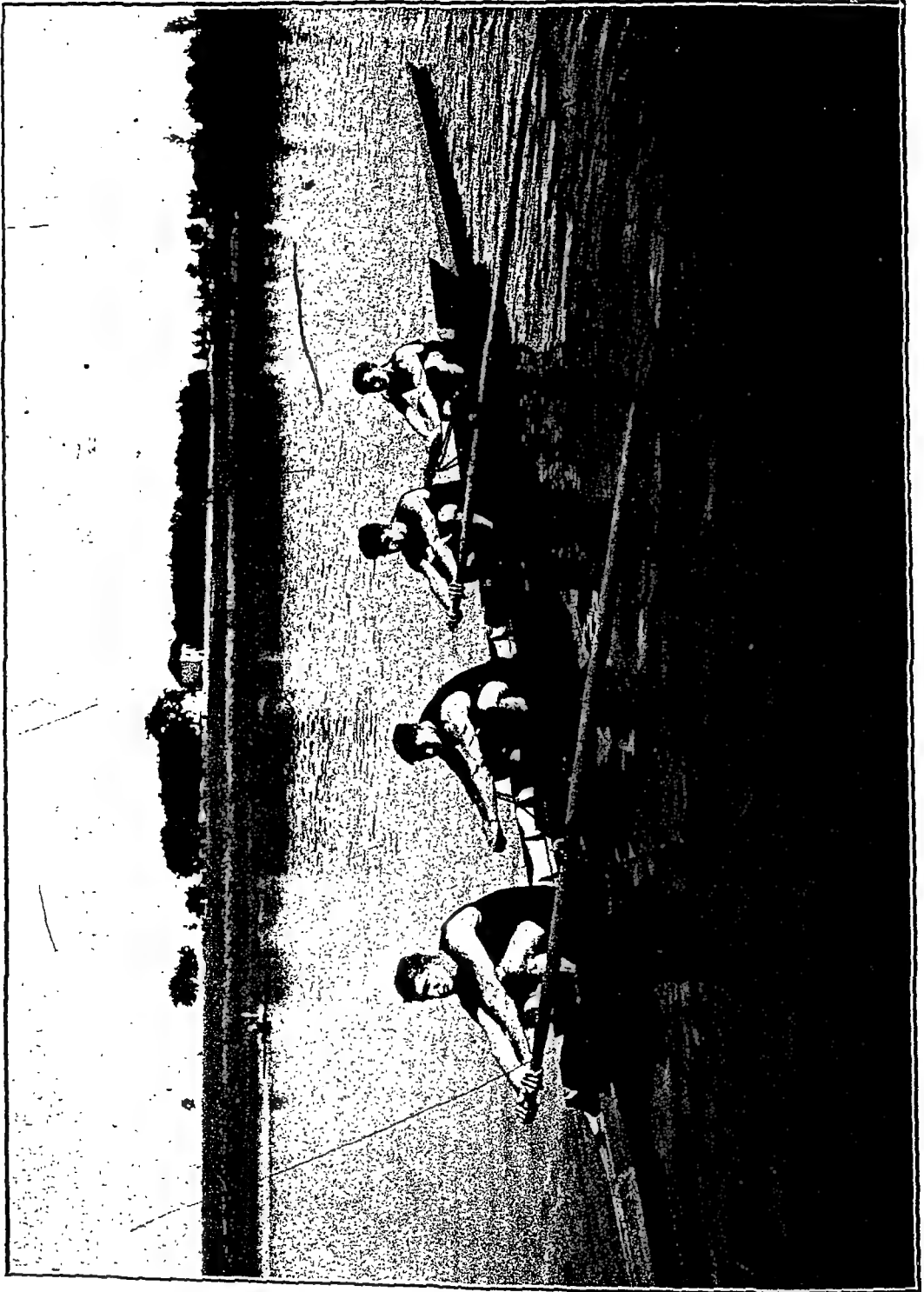
POPLAR GROVE AT RIVER PARK



CORNER OF GROVE AT RIVER PARK



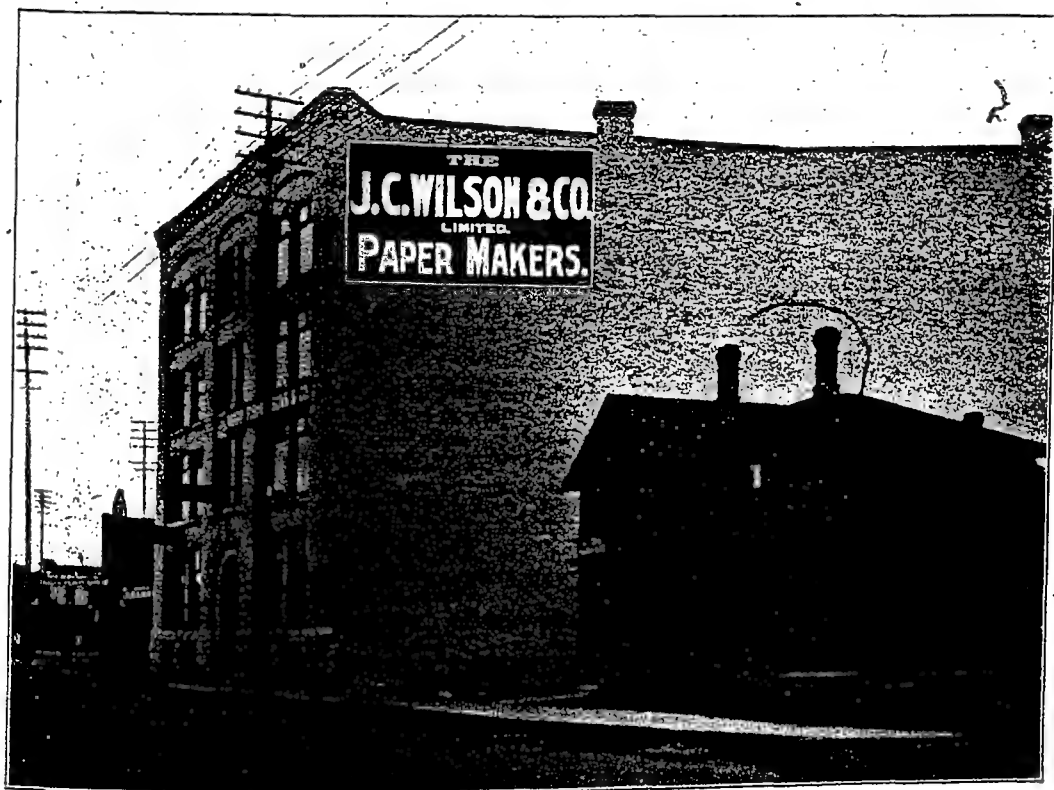
GURNEY'S STOVES AND RANGES



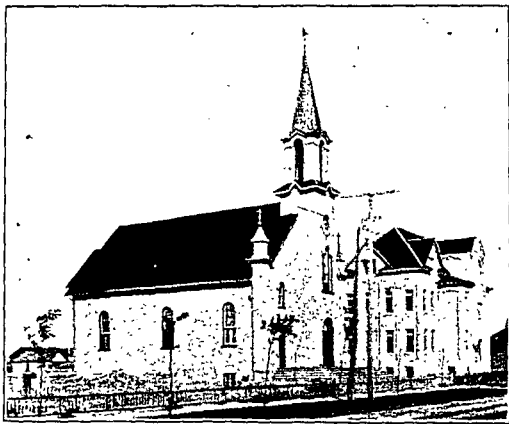
WINNIPEG JUNIOR FOUR - Winners of the Canadian Championship, August 7th and 8th, 1903, St. Catharines, Ont.



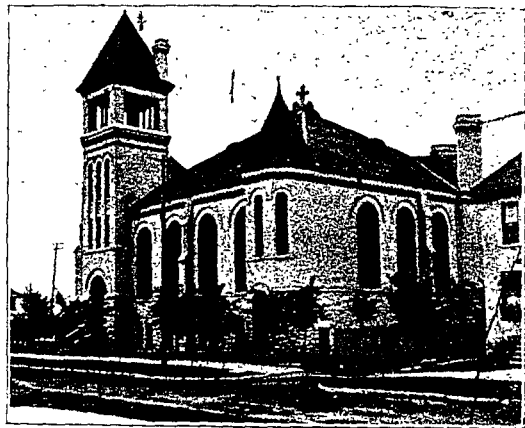
FLOWER BEDS IN VICTORIA PARK



J. C. WILSON & CO., LTD



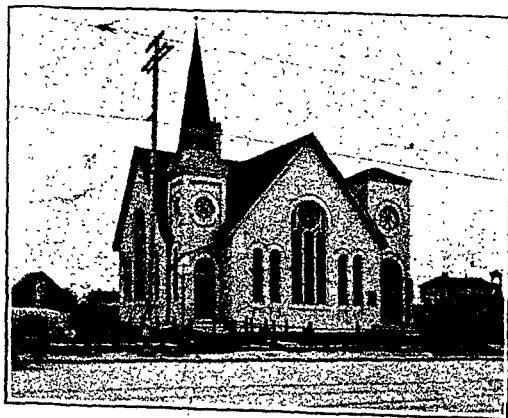
Church of the Holy Ghost and School



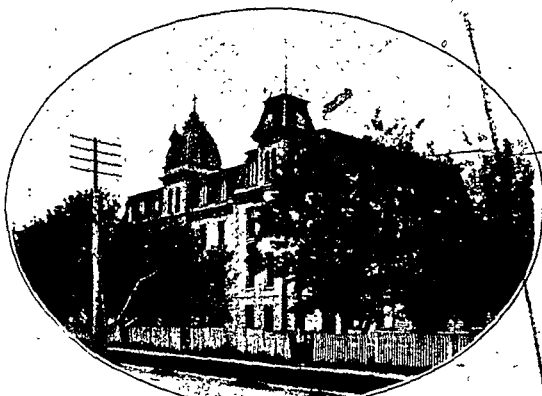
Westminster Church



CLARKE ST., LOOKING NORTH



McDougall Memorial Methodist Church



Winnipeg College of Music



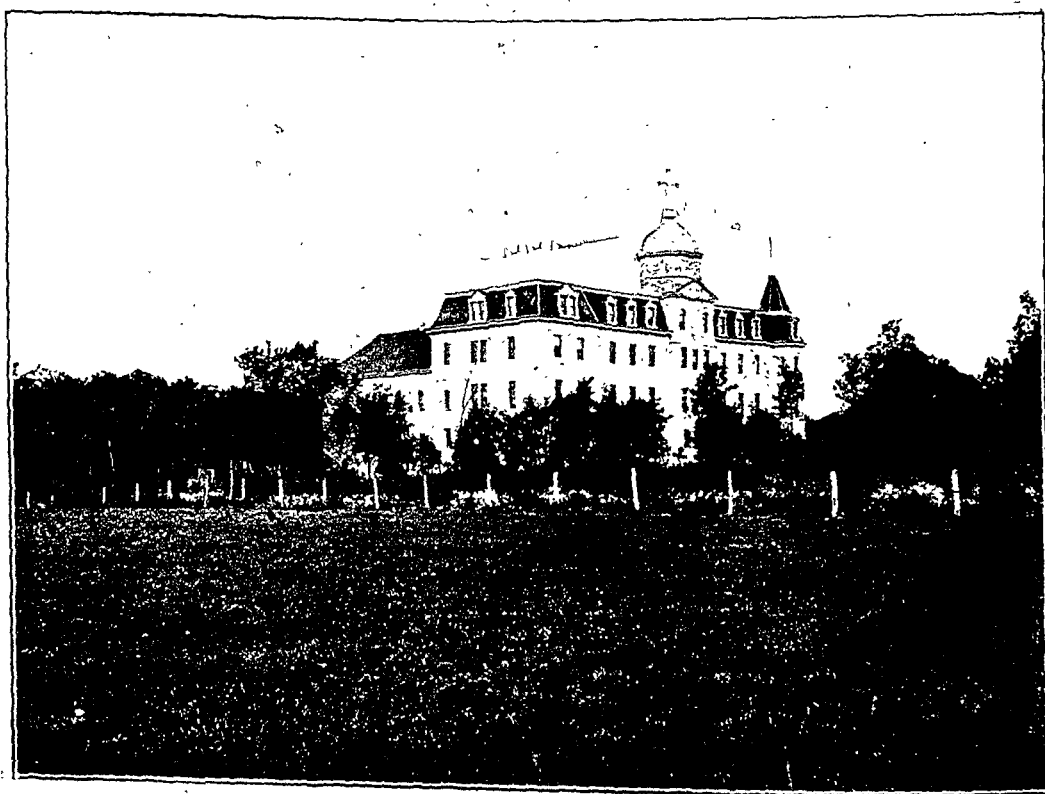
VICTORIA PARK



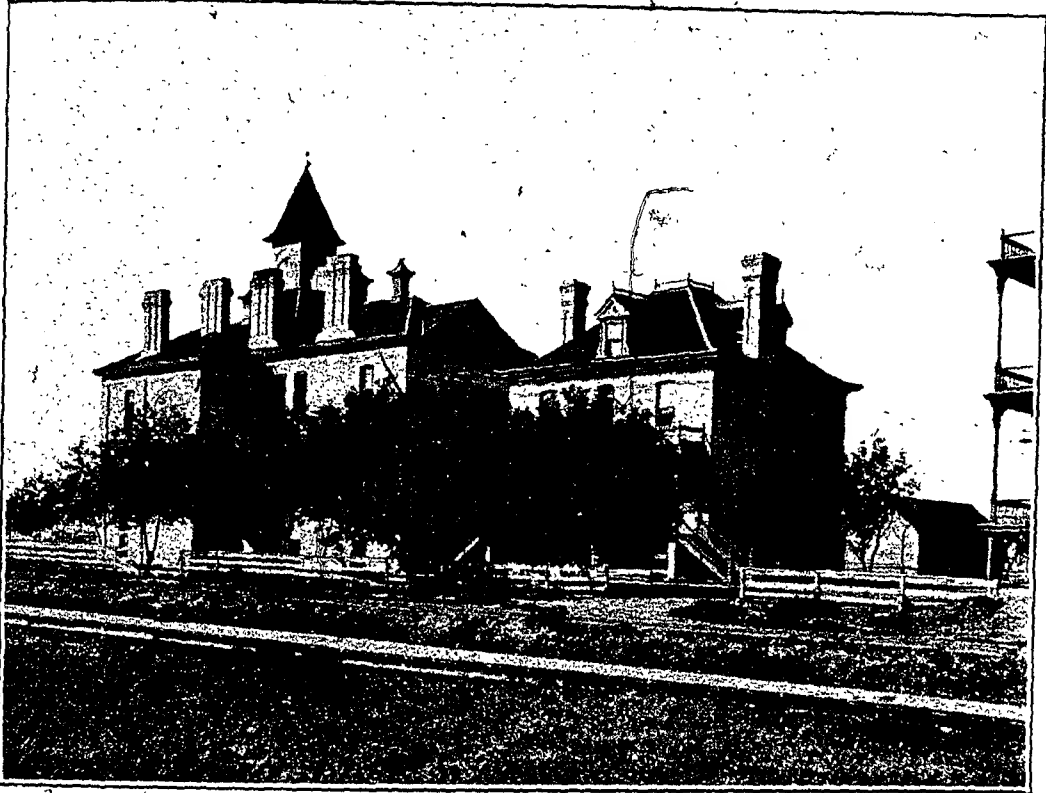
BANNATYNE AVE., LOOKING WEST FROM ISABEL ST.



FLOWER BED IN ST. JOHN'S PARK



ST. MARY'S ACADEMY, WELLINGTON CRESCENT



ISOLATED WARD, NURSES' HOME, WINNIPEG GENERAL HOSPITAL



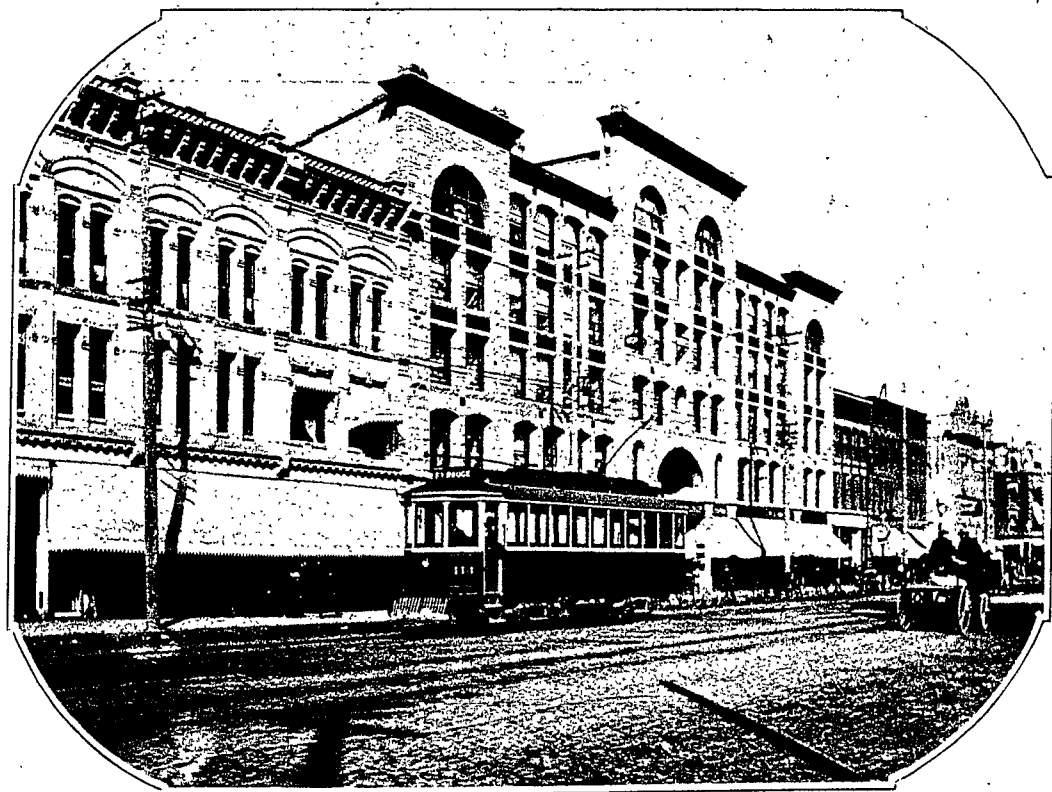
FLOWER BED, CENTRAL PARK



CHURCH OF THE IMMACULATE CONCEPTION



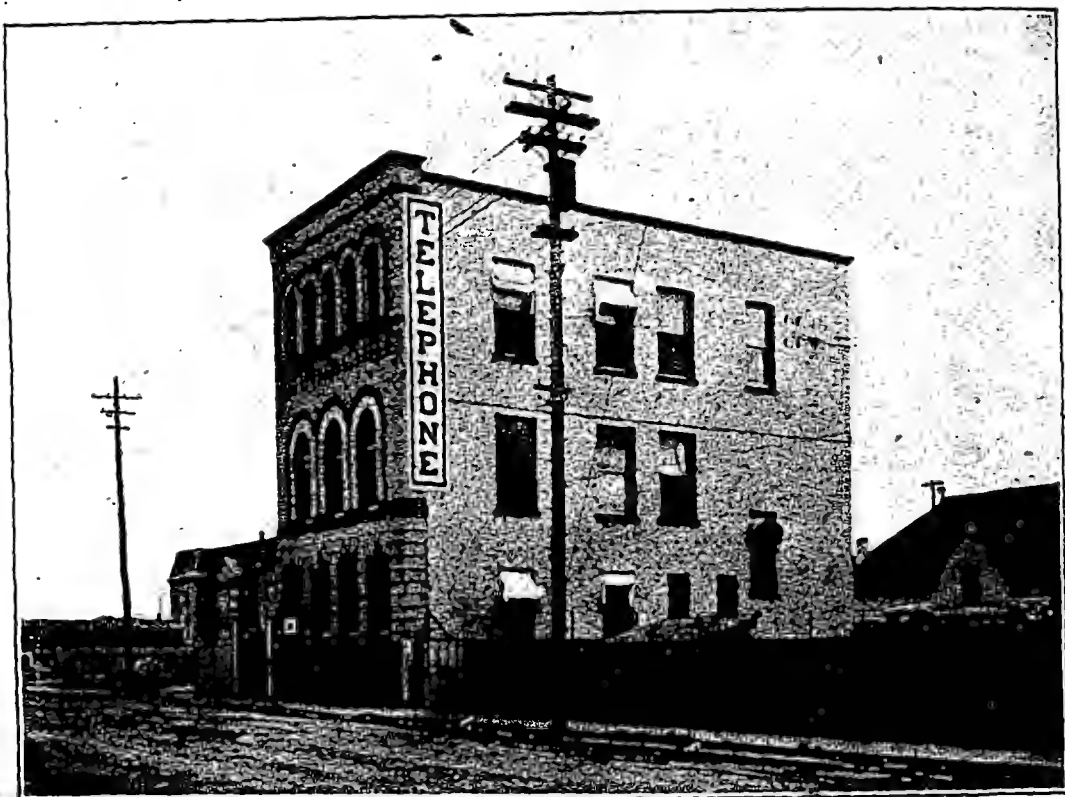
INTERIOR OF THE CHURCH OF THE IMMACULATE CONCEPTION



PART OF MAIN STREET



ENTRANCE TO CENTRAL PARK



BELL TELEPHONE CO



ASSINIBOINE PARK. FORT ROUGE



MAIN STREET SOUTH



DR. HARVEY SMITH'S RESIDENCE



MANITOBA WHEAT FIELD



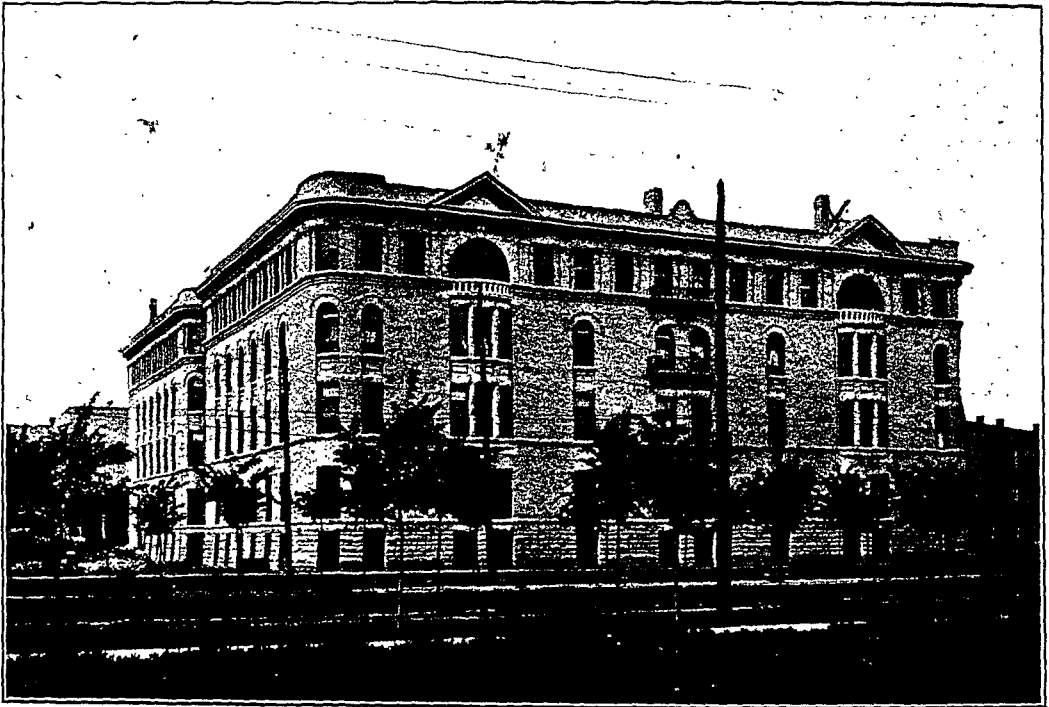
MANITOBA, THRESHING SCENE



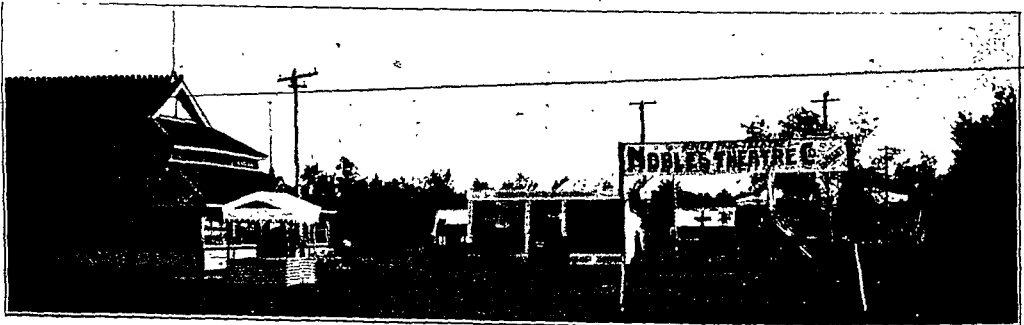
MAIN STREET NORTH



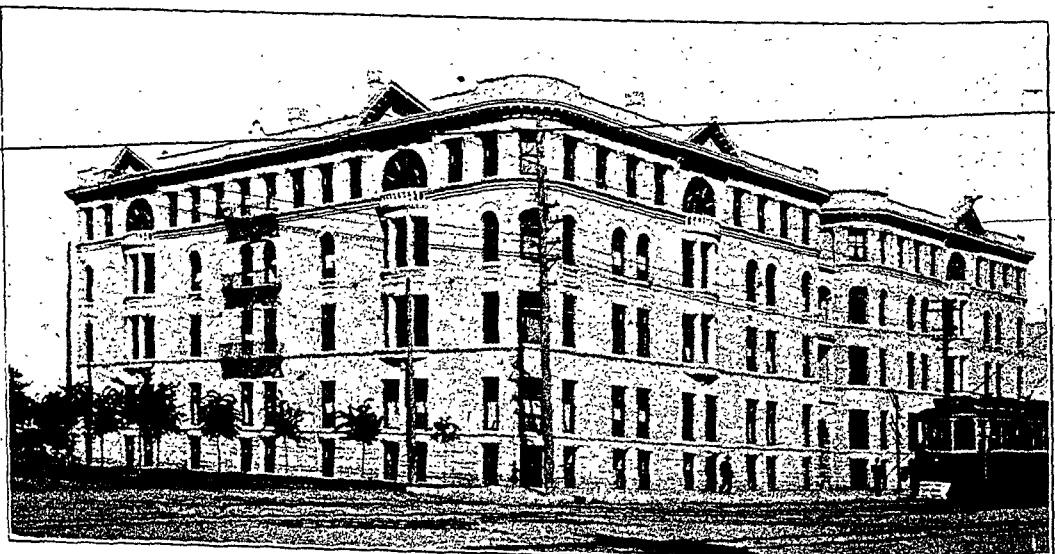
ST. JOHN'S PARK



REAR VIEW OF STRATHCONA BLOCK



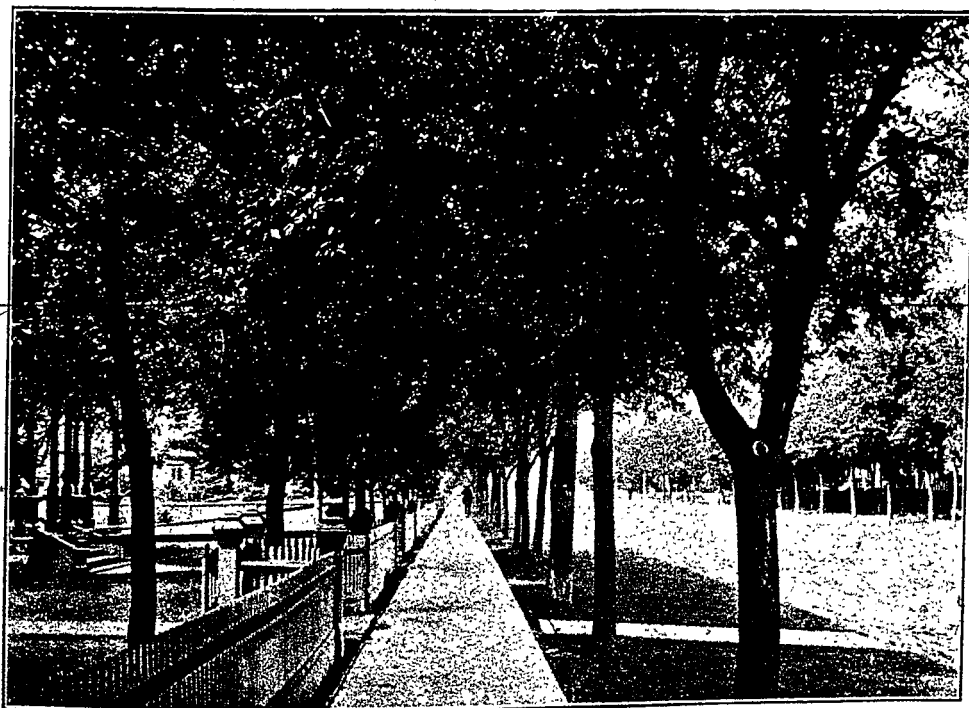
RIVER PARK



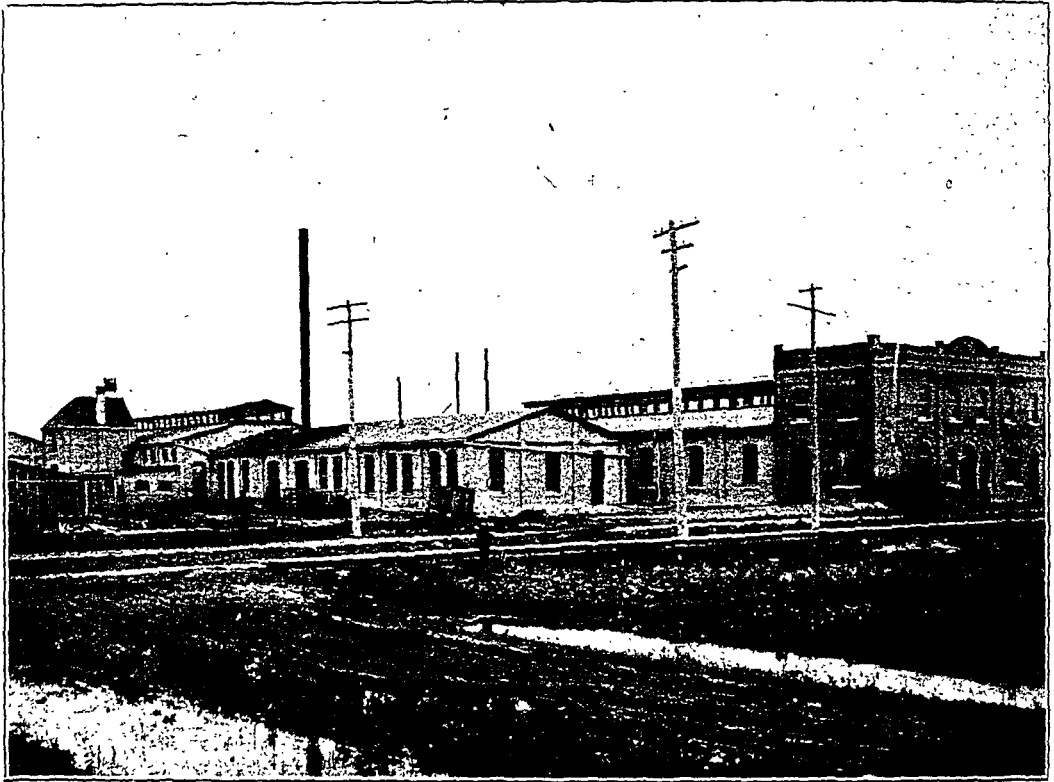
STRATHCONA BLOCK



P. GALLAGHER & SONS, LTD., PORK PACKERS



DONALD ST., LOOKING NORTH FROM ST. MARY'S AVE



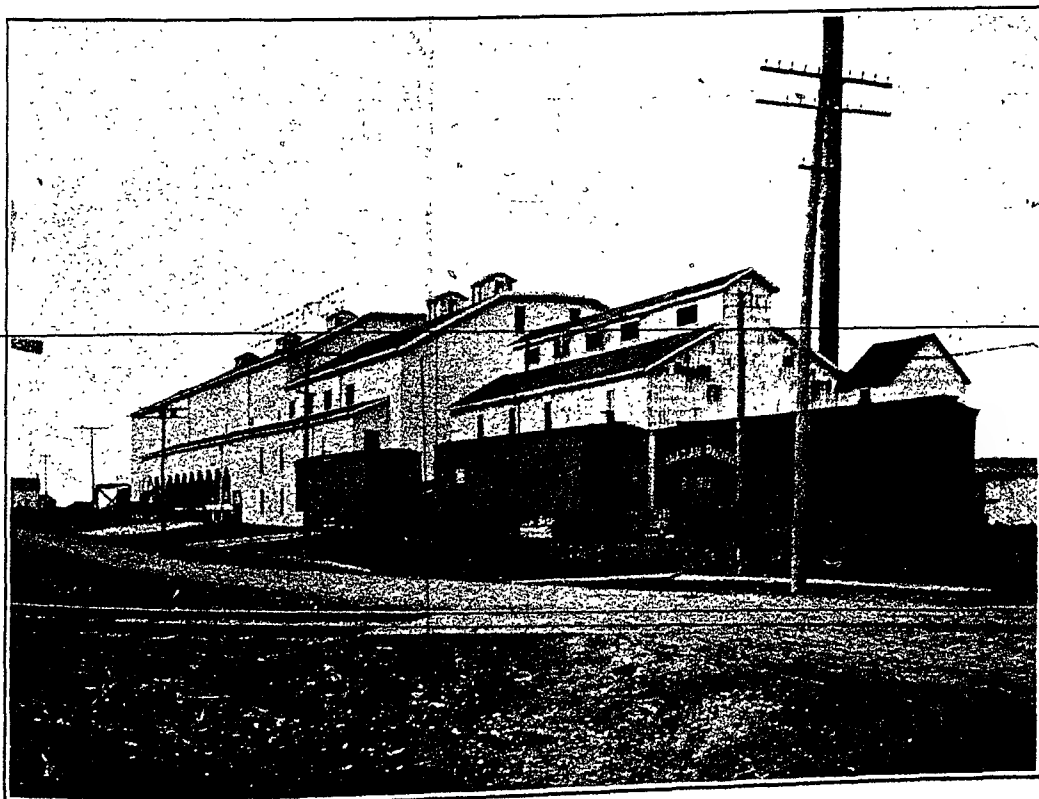
MANITOBA IRON WORKS



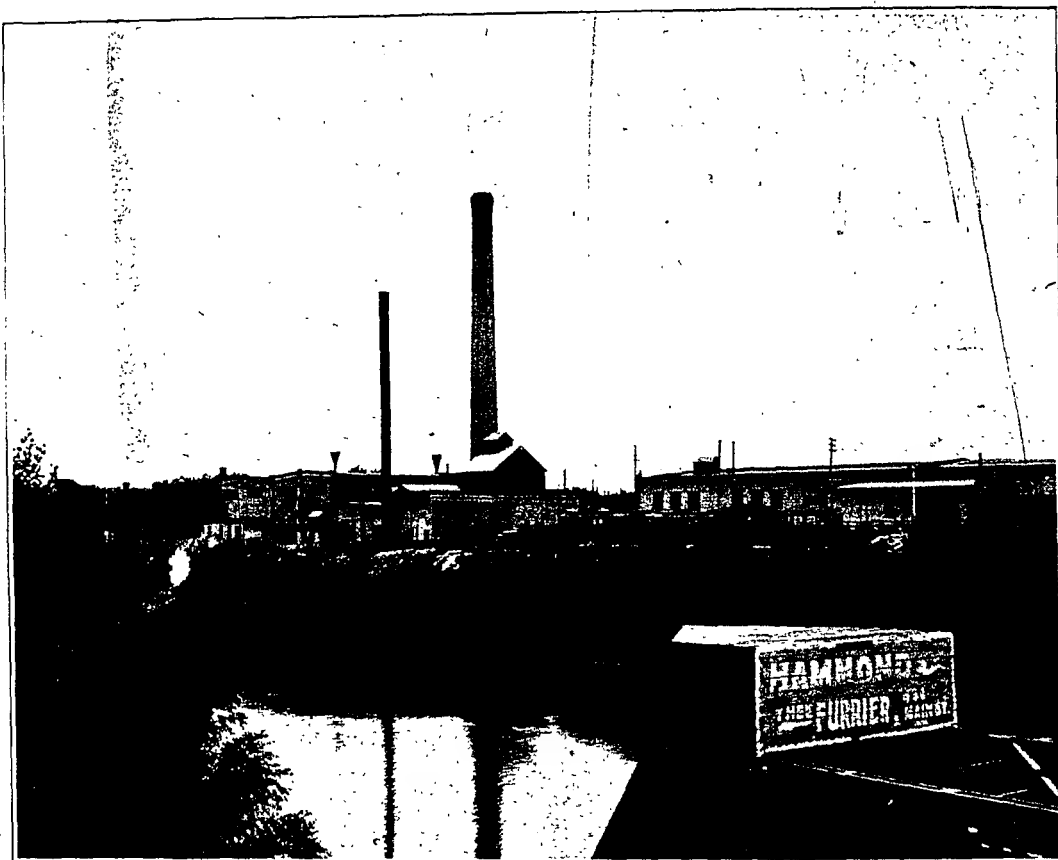
ASSINIBOINE PARK, FORT ROUGE



PRETTY WALK IN ASSINIBOINE PARK



ABATTOIR—GORDON, IRONSIDES & FARES



ELECTRIC STREET RAILWAY CAR WORKS AND POWER HOUSE .



LOVERS' LANE, RIVER PARK

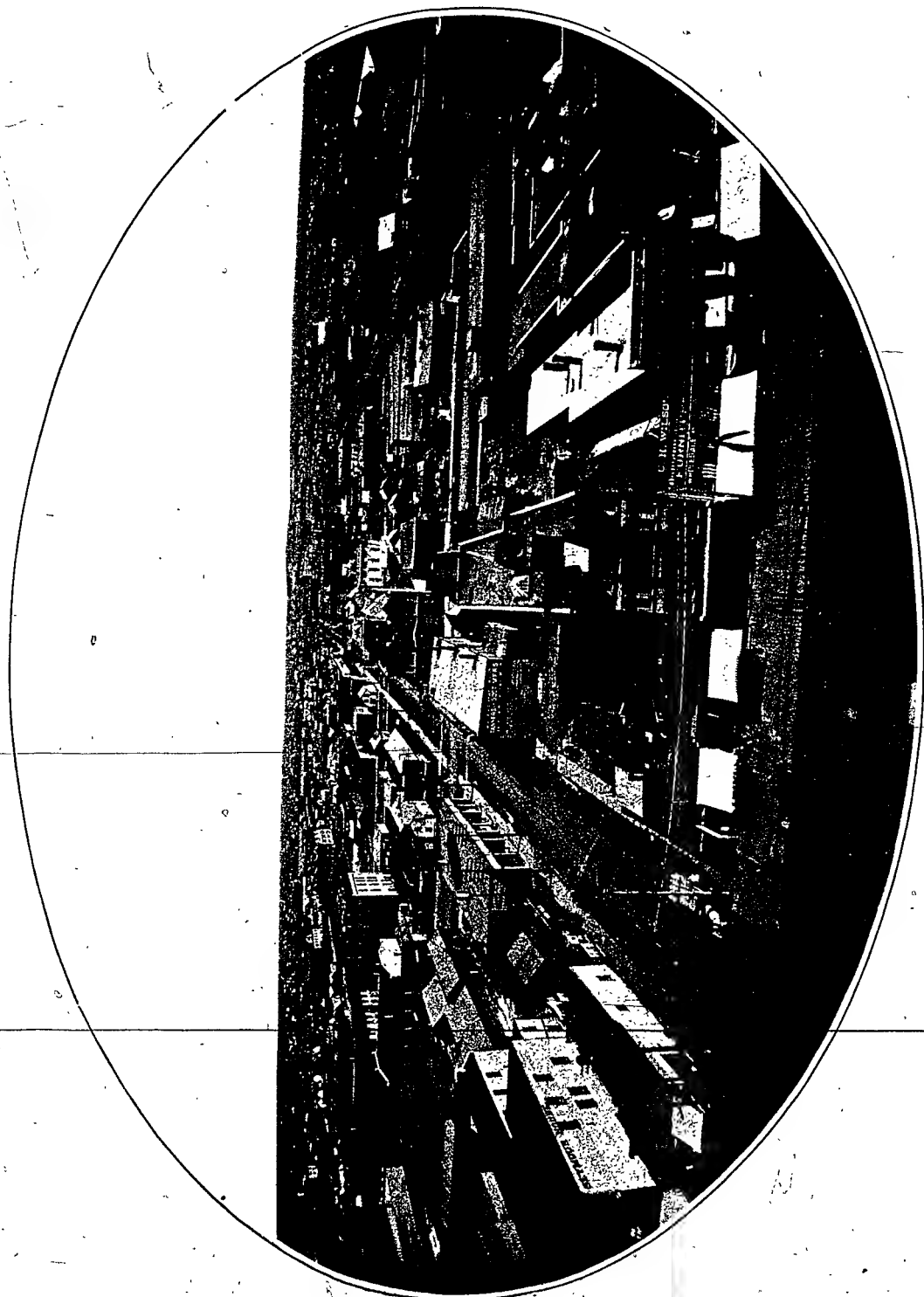


RIVER PARK



W. P. KILBOURNE, CIGAR MANUFACTURER

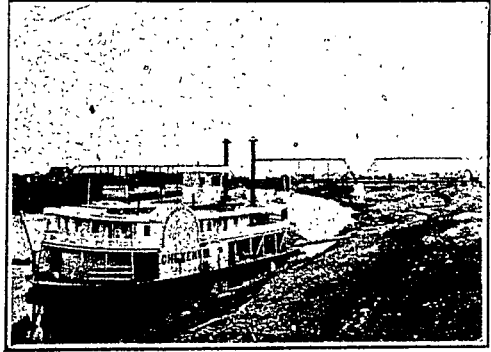
BELDING, PALL & CO., SILKS



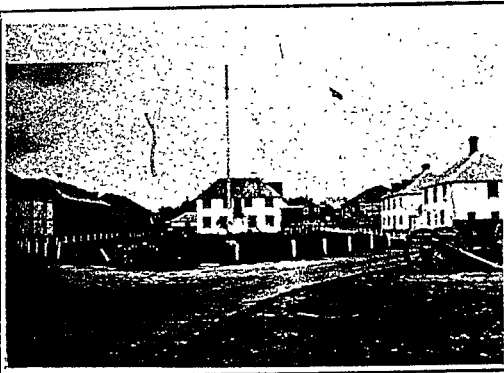
BIRD'S EYE VIEW OF WINNIPEG IN 1893, LOOKING NORTH



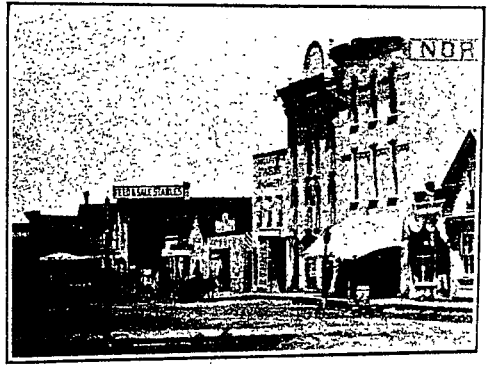
Fort Garry, looking from approach to Bridge over Assiniboine River
Old Hudson Bay Stores on extreme right



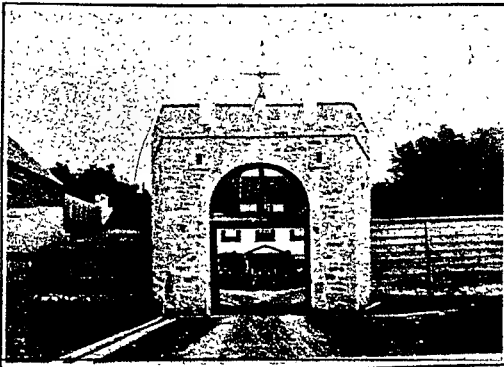
River Steamer, regular trip between Winnipeg and Fort Ellice



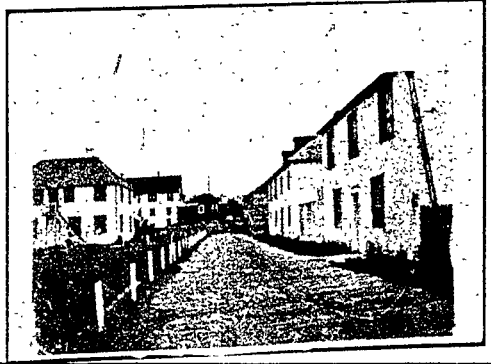
Interior of Fort Garry—Officers' Quarters in centre of picture



Market St. West from corner of Mair St. Note old oil lamp post and
4 foot sidewalk



Fort Garry Gateway



Interior of Fort Garry



Government House



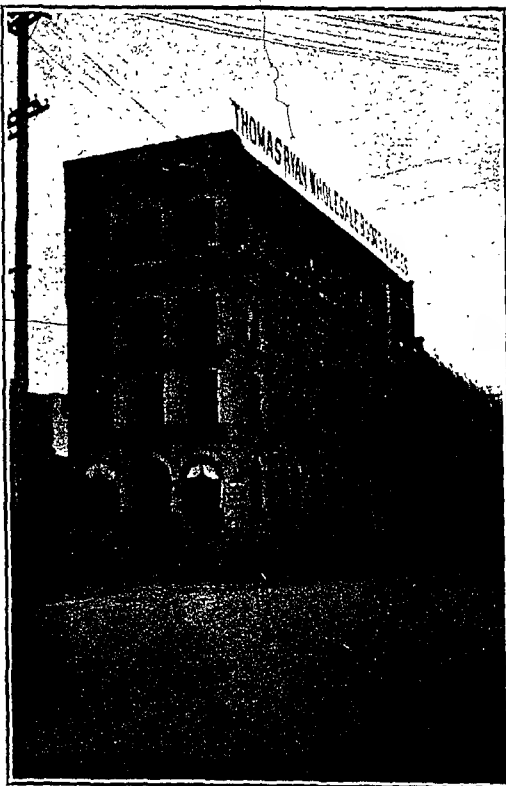
Main St. looking north from Portage Ave. old City Hall in centre



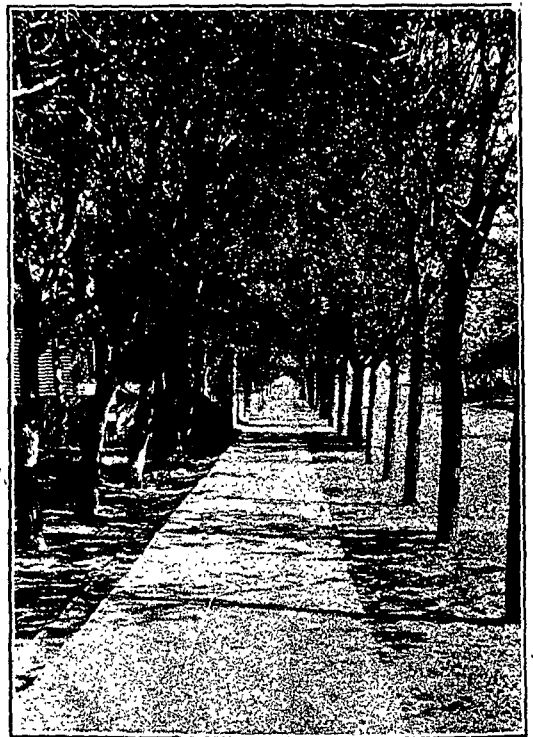
Victoria Park



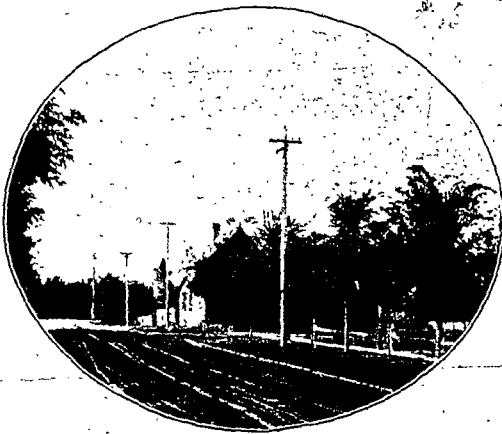
Red River



Thos. Ryan, Wholesale Boots and Shoes



James Street, Looking East



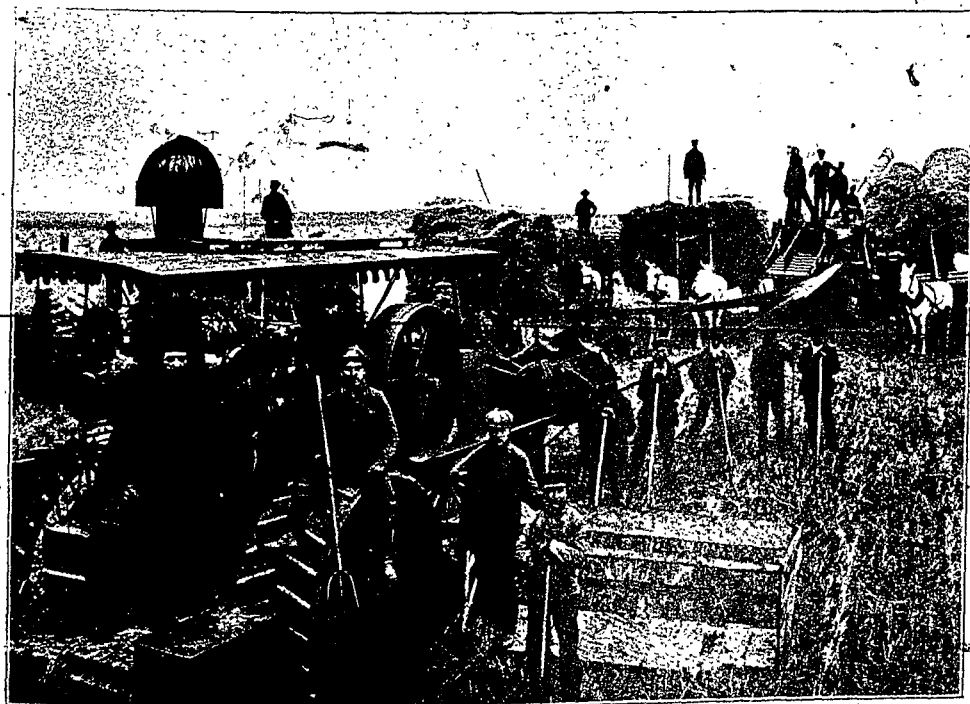
Street in Fort Rouge



James Street



BREAKING THE VIRGIN SOIL



THRESHING SCENE IN MANITOBA



GEO. D. WOOD & CO., WHOLESALE HARDWARE



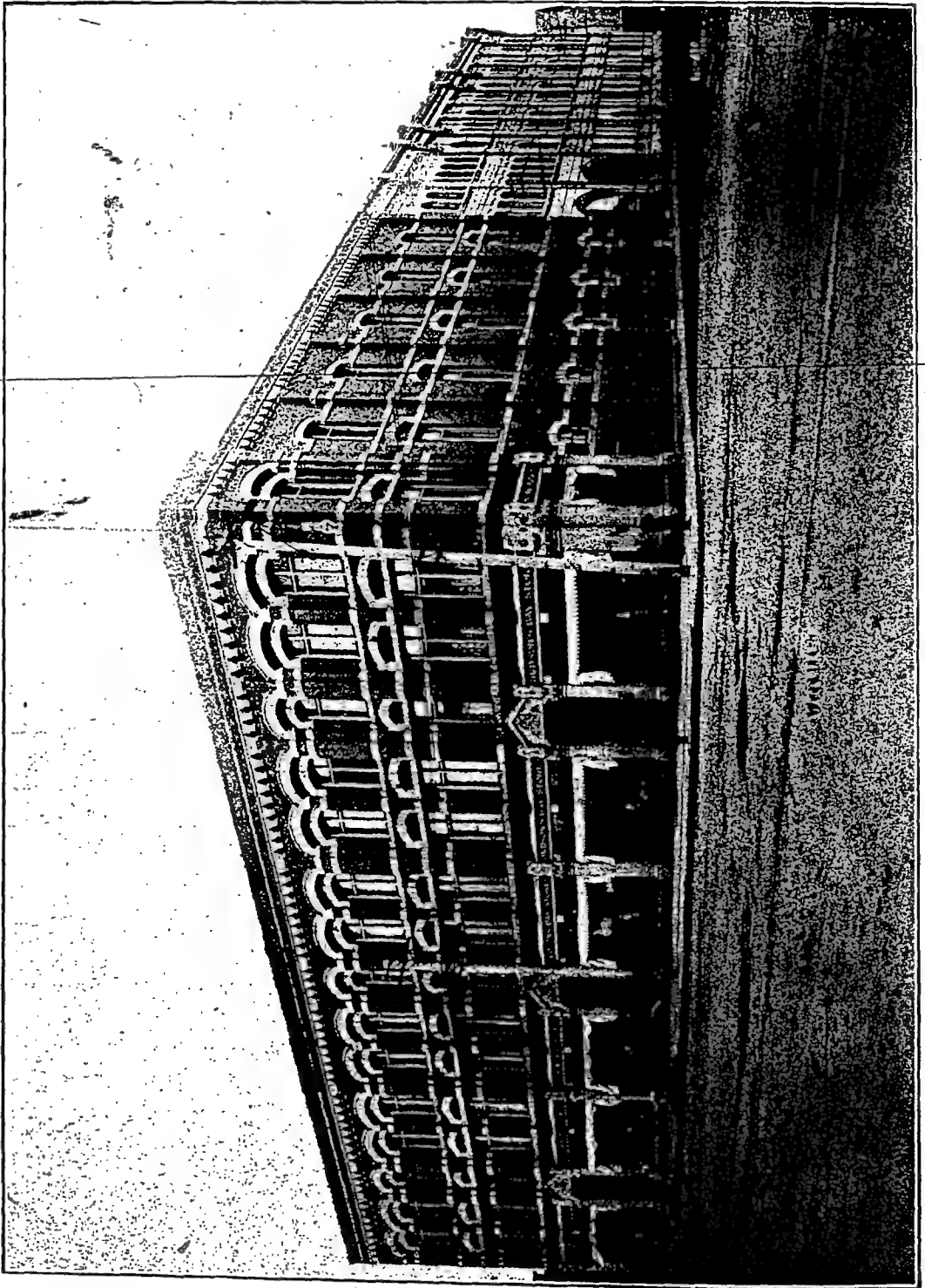
ENTRANCE TO ELM PARK



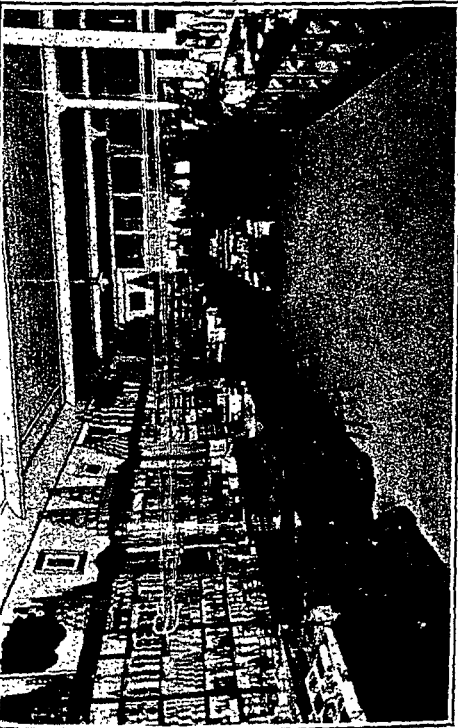
A FREAK OF NATURE IN FORT ROUGE



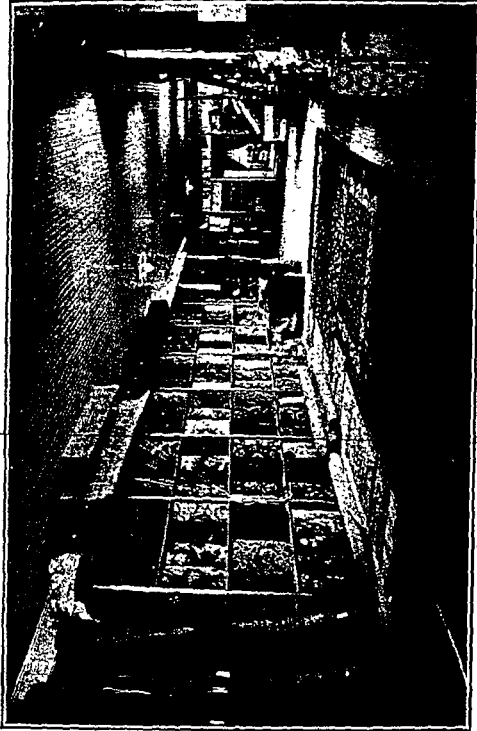
BUFFALO AT SILVER HEIGHTS



HUDSON'S BAY COMPANY'S STORES



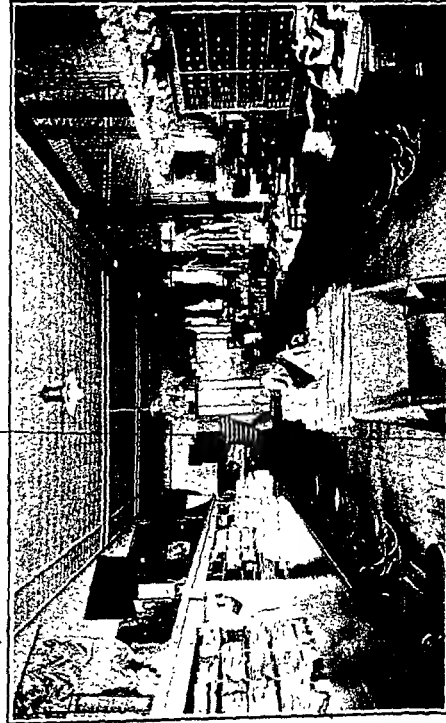
Interior of Grocery Department



Interior of Carpet Department



Interior of Mantle Department



Interior of Dry Goods Department
SOME INTERIORS IN THE HUDSON'S BAY COMPANY'S STORES



KENNEDY ST., LOOKING NORTH FROM BROADWAY



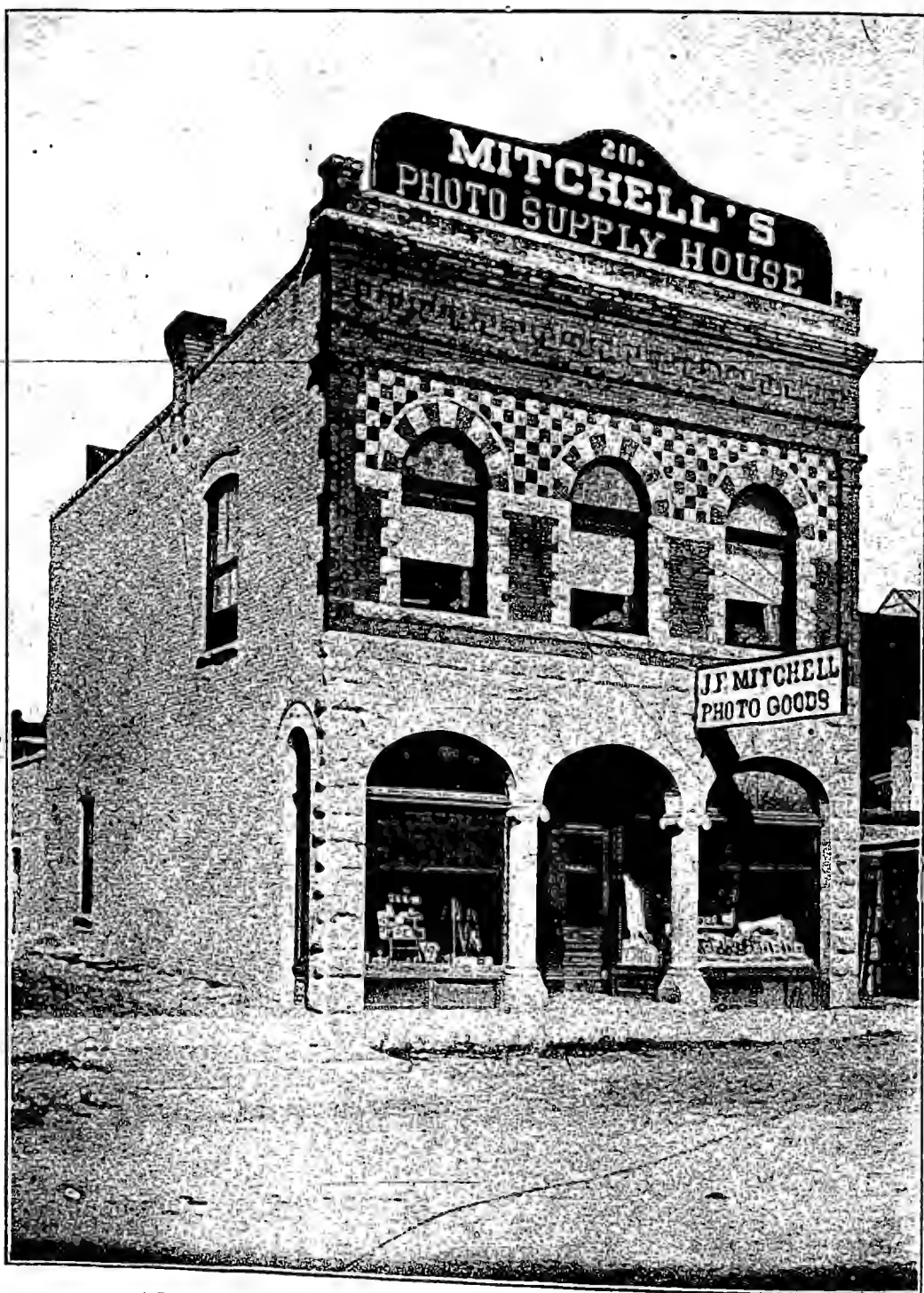
ALEXANDER AVENUE



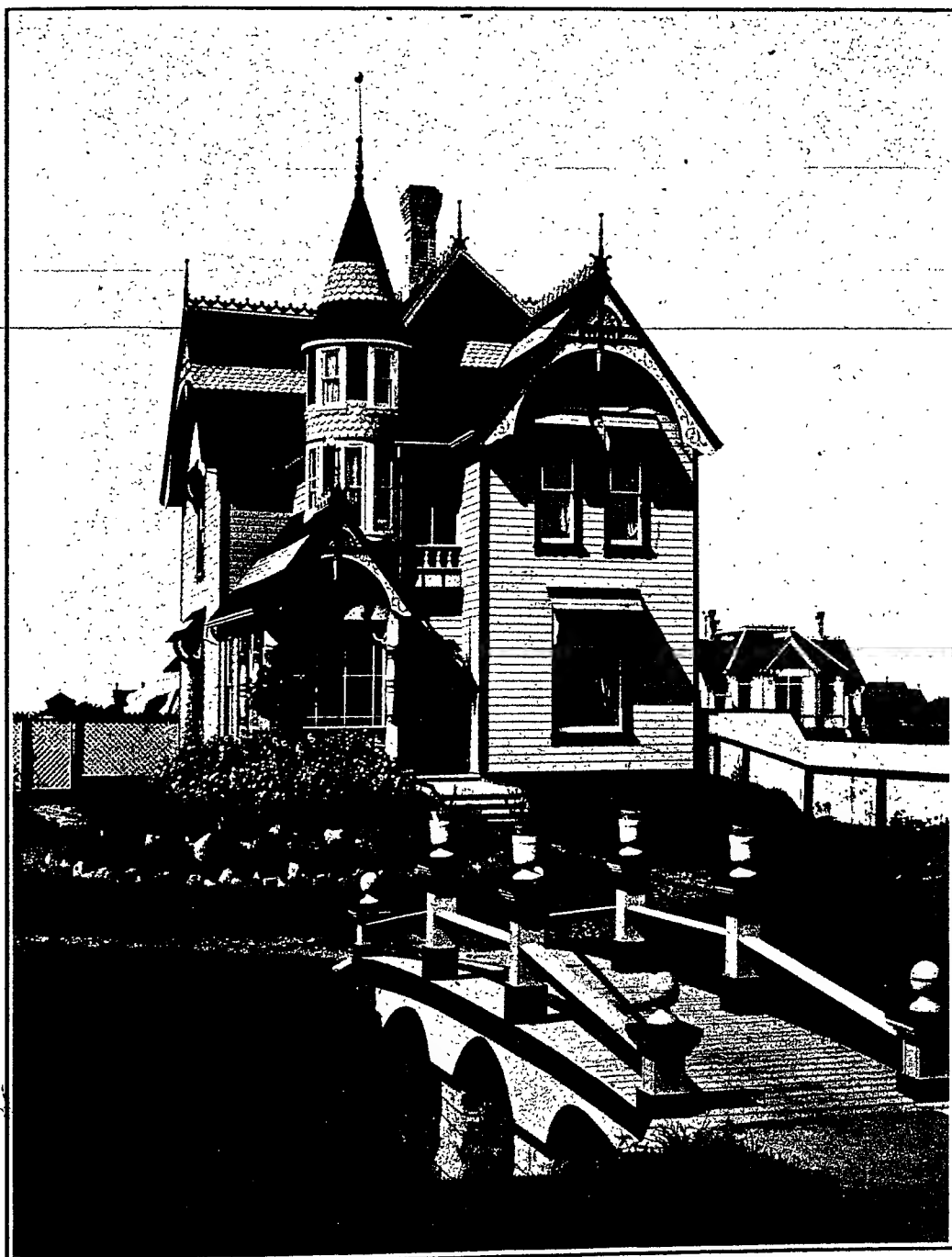
CONNELL & CO. DRUG STORE



STOVEL CO. LITHOGRAPHERS AND PRINTERS



J F MITCHELL'S BLOCK, MANUFACTURER AND DEALER IN PHOTOGRAPHIC SUPPLIES



RESIDENCE OF J. F. MITCHELL



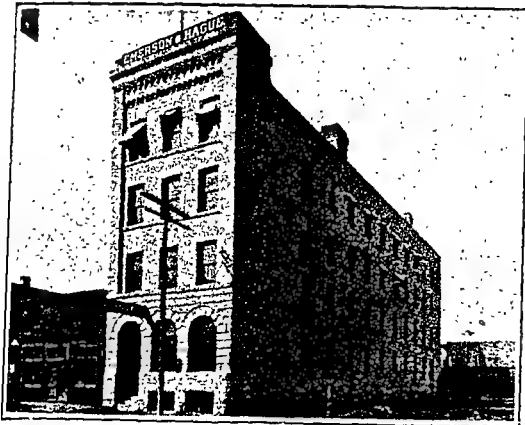
WHEAT IN STOOK, MANITOBA



PLOWING MATCH, PORTAGE PLAINS



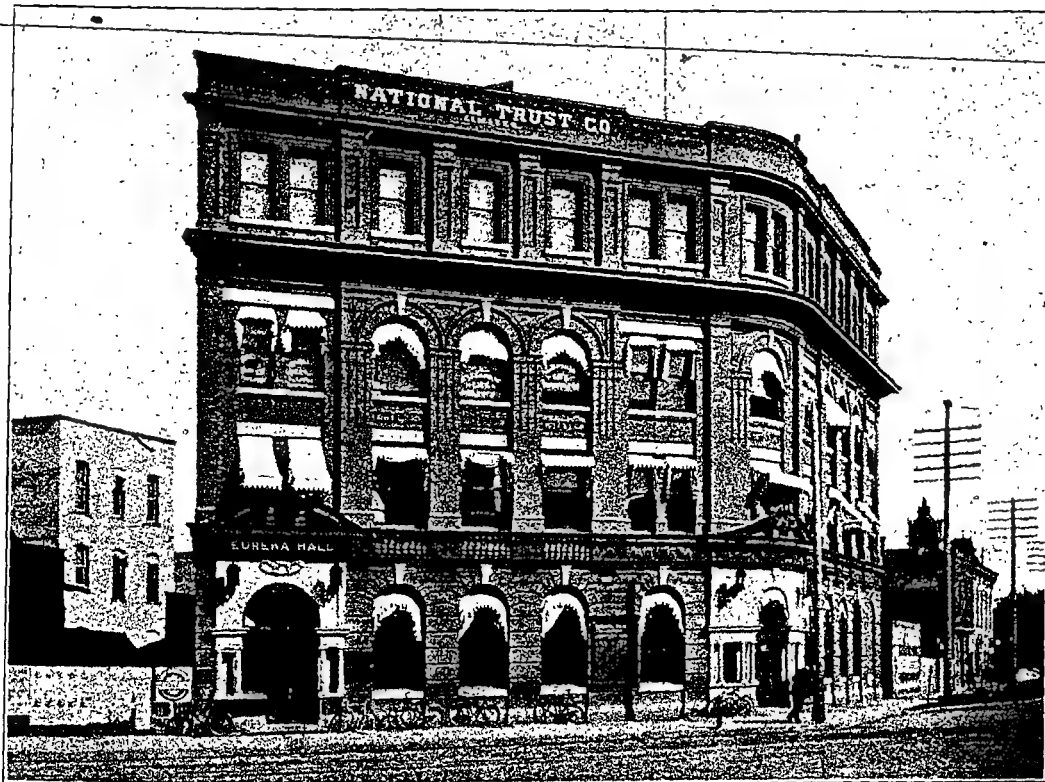
FARM OF FULTON BROS., PORTAGE PLAINS



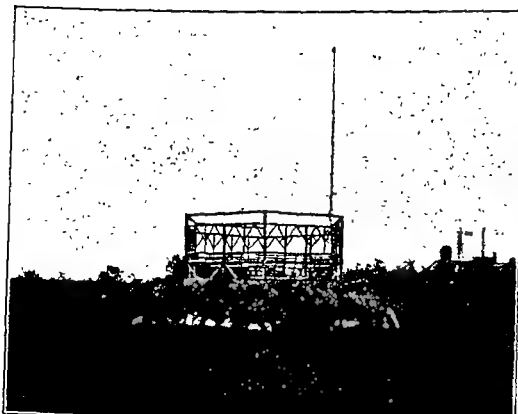
Emerson & Hague, Tent Factory



Edmonton Street, looking South



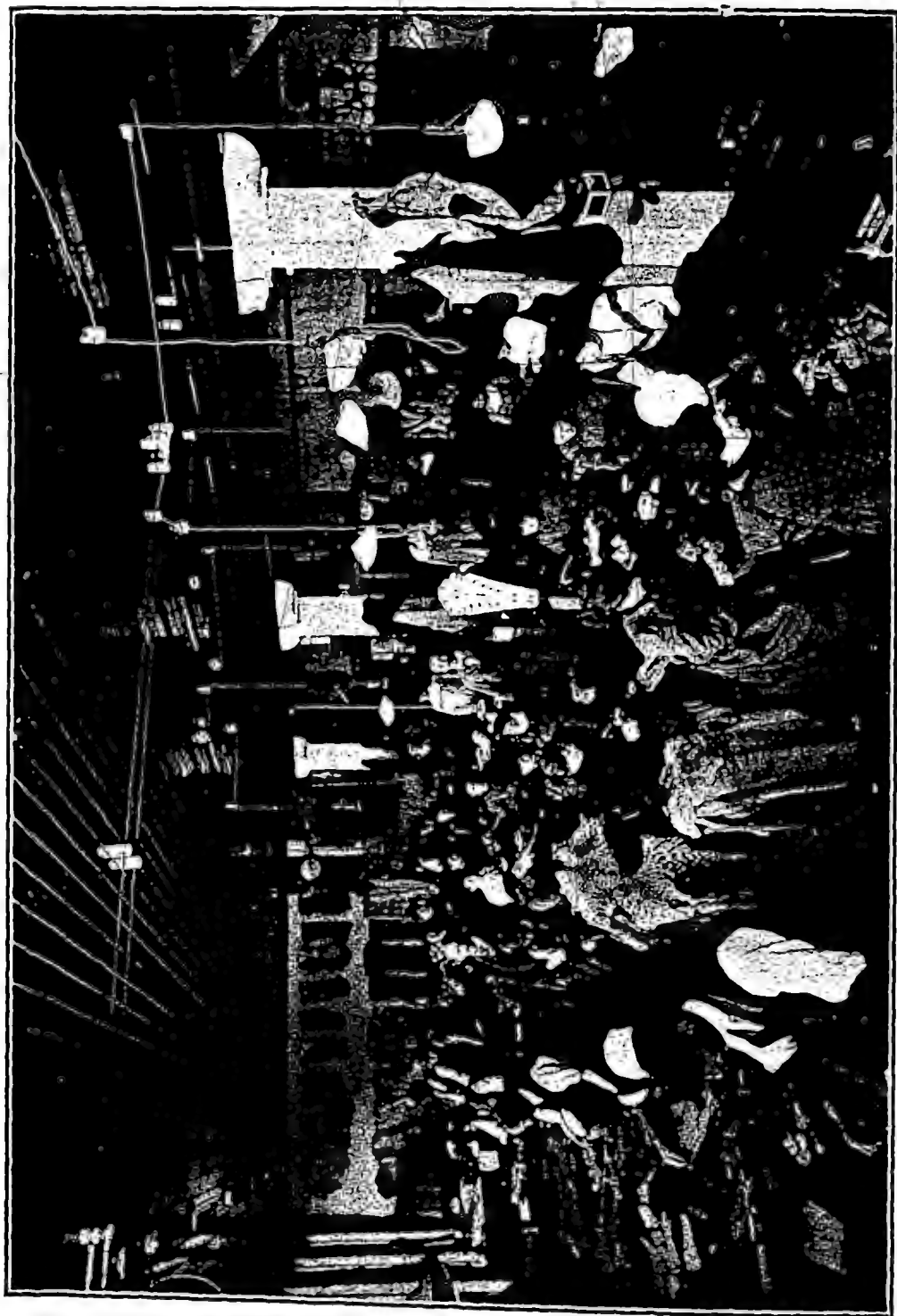
NATIONAL TRUST CO. LIMITED



Band Stand at St. John's Park



St. John's Park



INTERIOR OF W. J. HAMMOND'S TAILORING AND FURRIERY DEPARTMENT



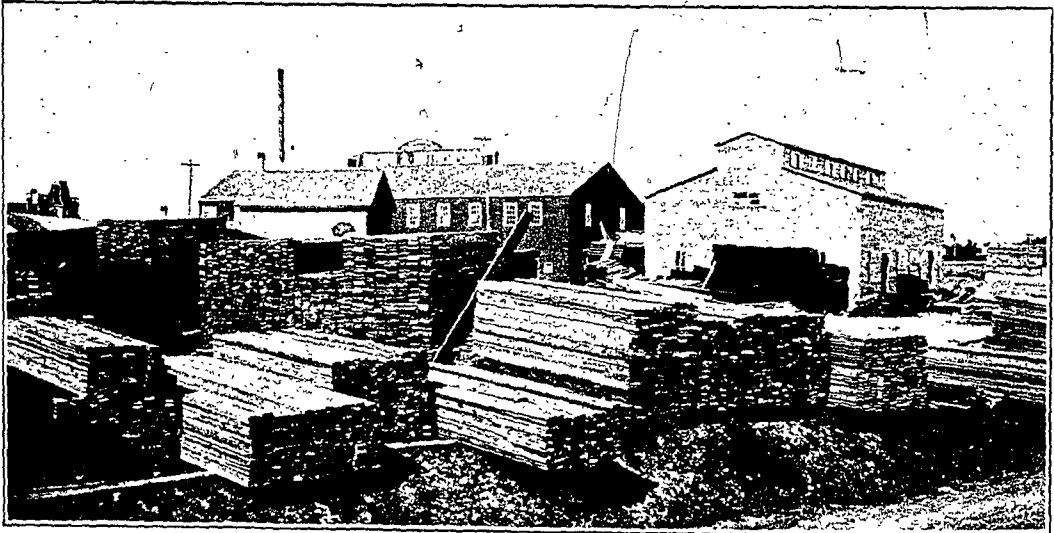
INTERIOR OF W. J. HAMMONDS, FURRIER



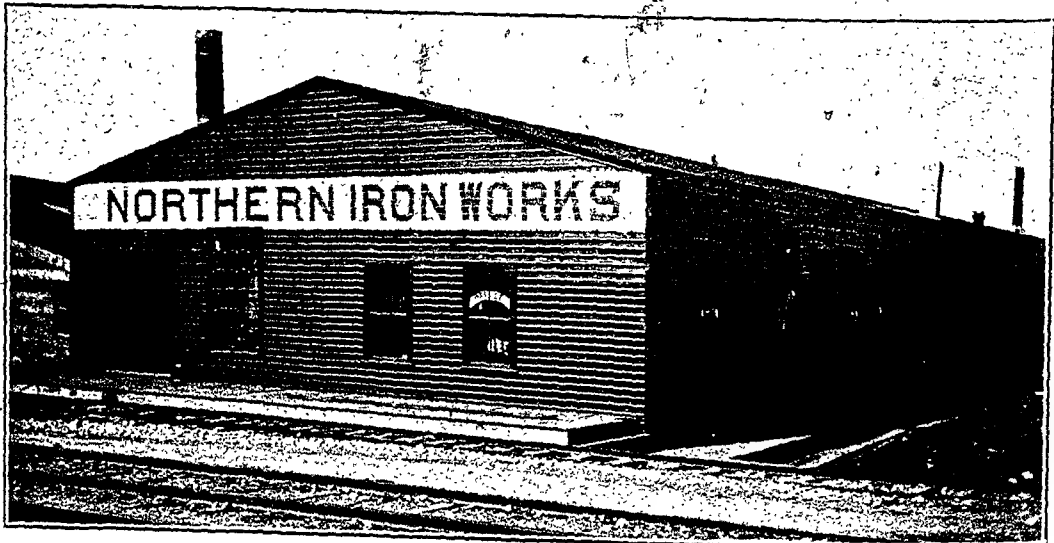
LAWN, ASSINIBOINE PARK



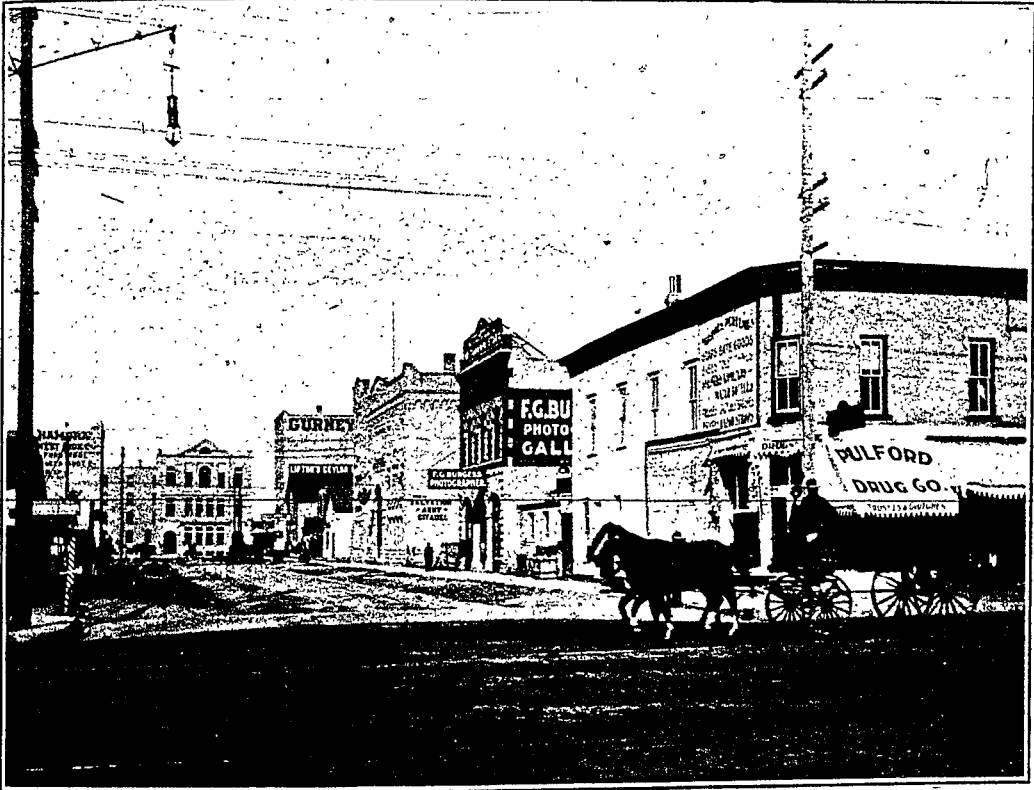
WATERLOO MANUFACTURING CO. LIMITED



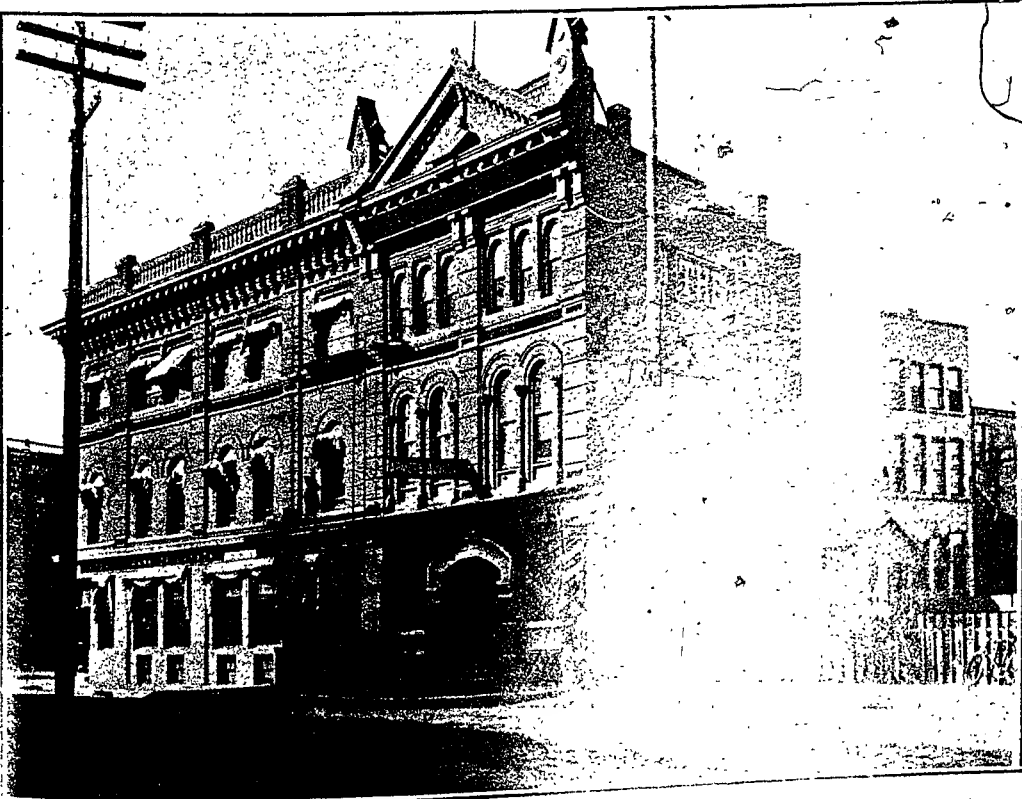
BROWN & RUTHERFORD, LUMBER MILLS



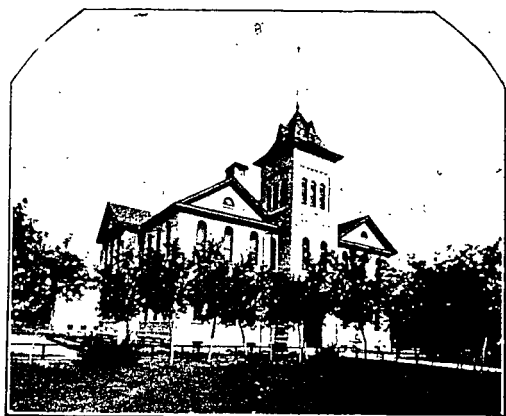
NORTHERN IRON WORKS



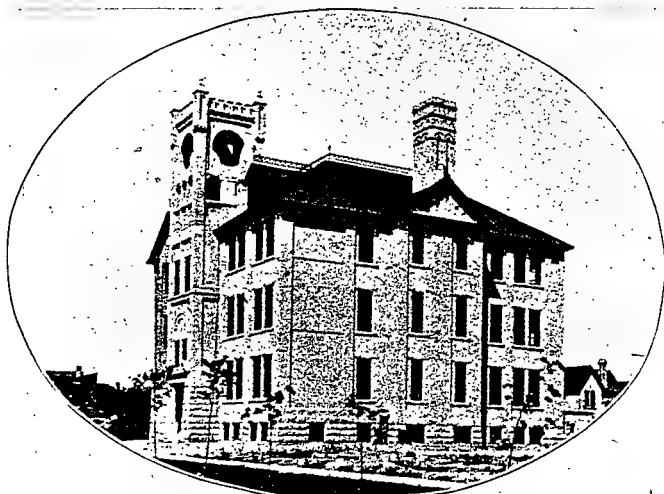
RUPERT ST., LOOKING WEST FROM MAIN ST.



THE FARMER'S ADVOCATE



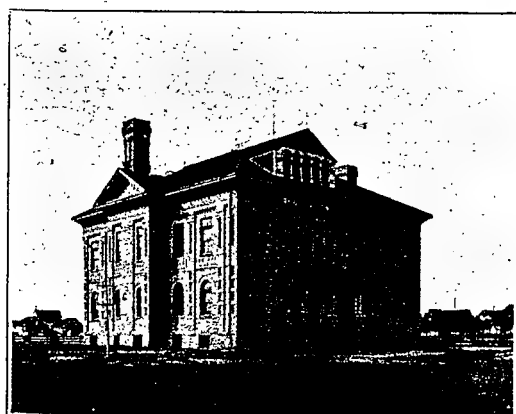
Victoria School



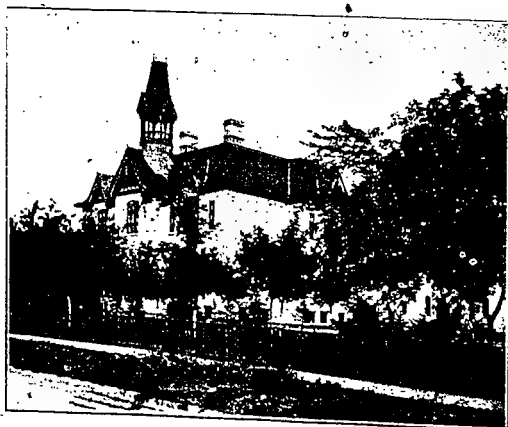
Alexandra School



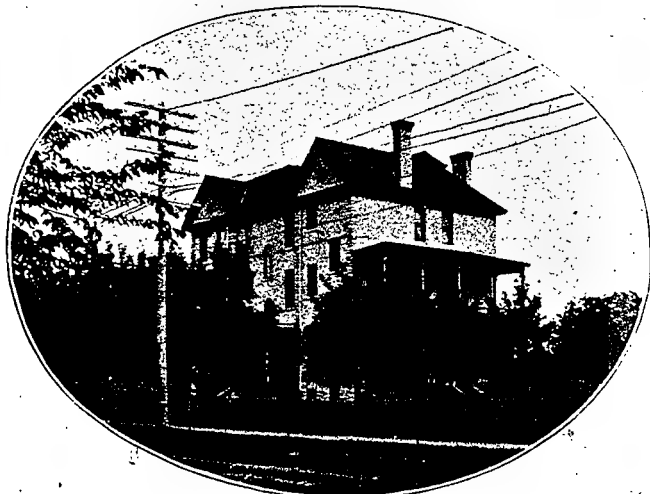
Gladstone School



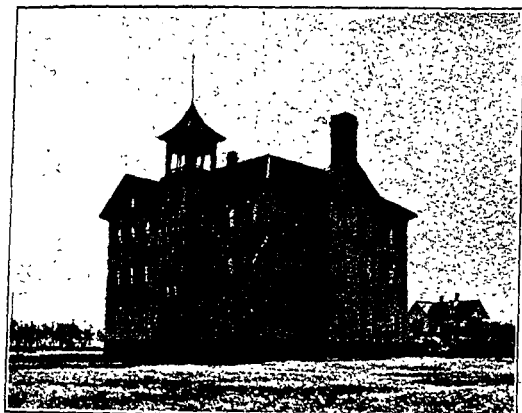
Aberdeen School



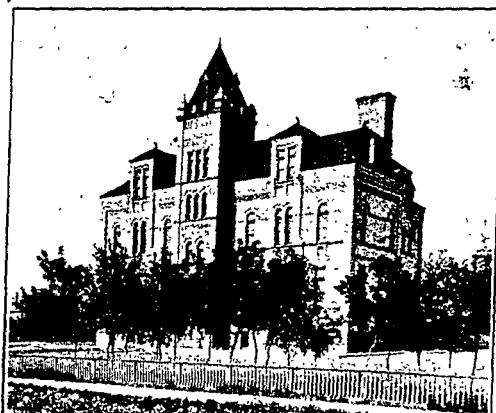
Albert School



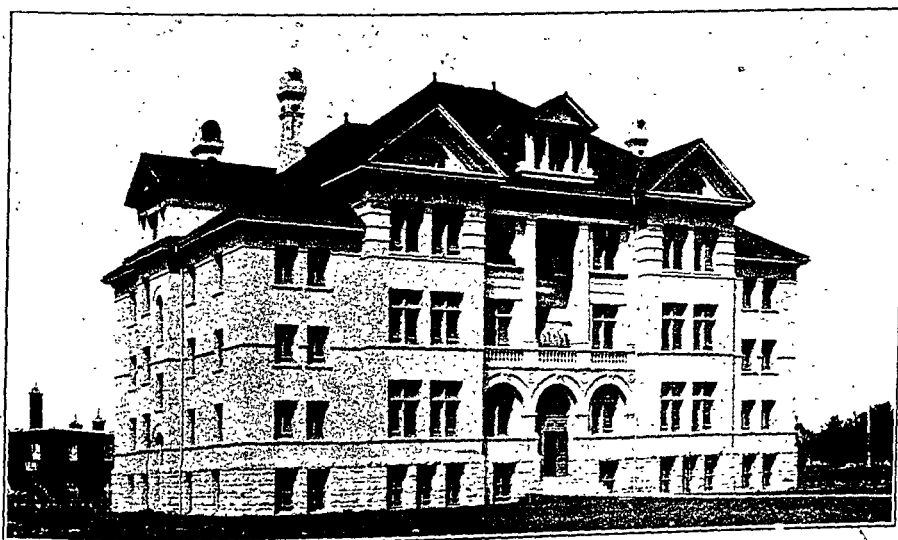
Children's Home, Fort Rouge



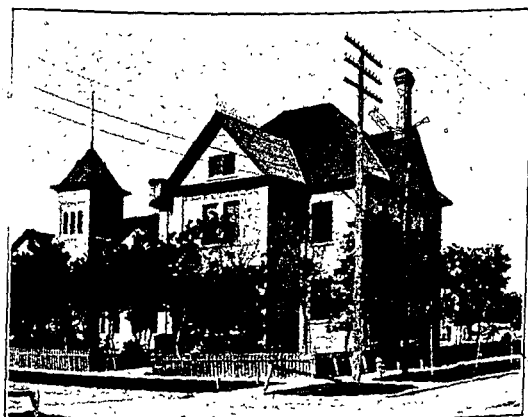
Mulvey School



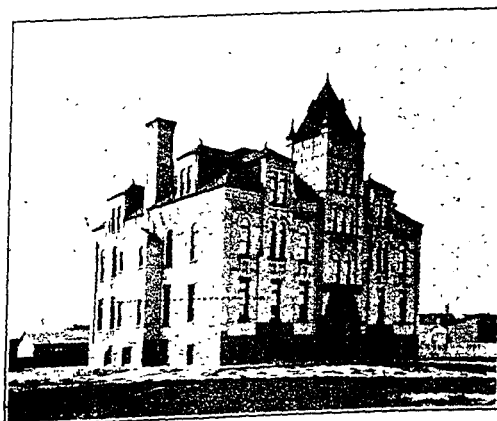
Dufferin School



MANITOBA UNIVERSITY



School Board Offices



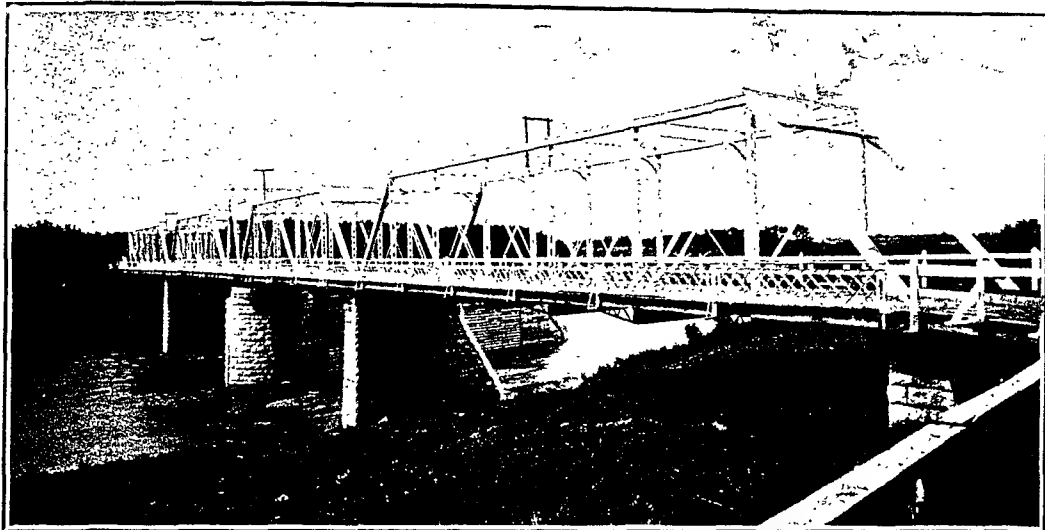
Argyle School



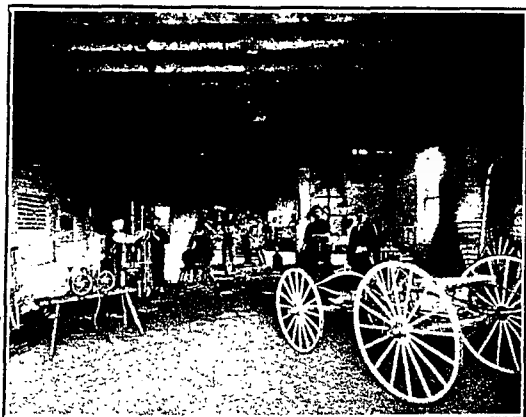
WHEAT-CUTTING SCENE IN MANITOBA



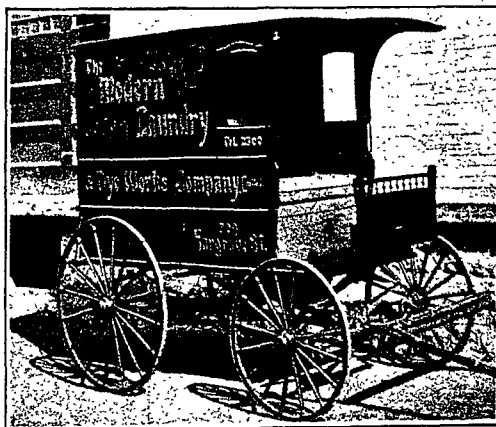
THRESHING SCENE IN MANITOBA



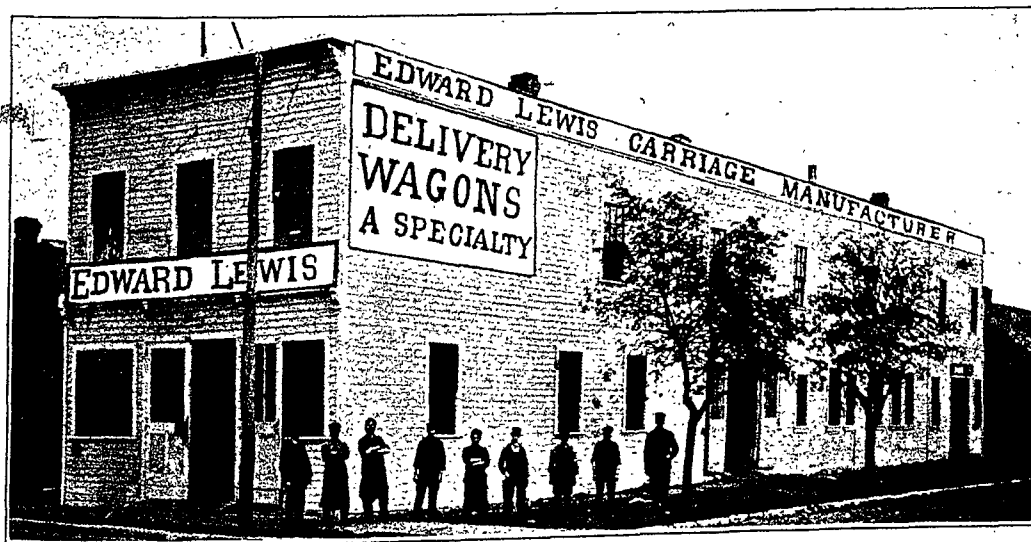
MARYLAND BRIDGE



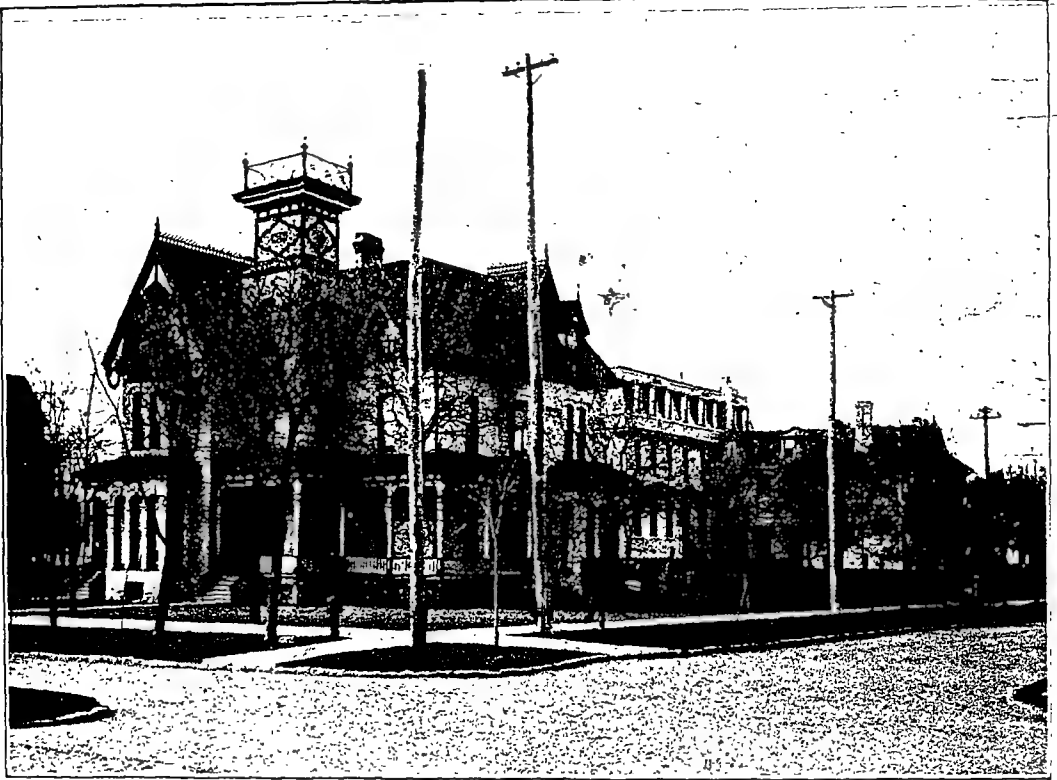
Interior of E. Lewis, Carriage Shop



A Sample of their Work



EDWARD LEWIS, CARRIAGE MANUFACTURER



TUCKWELL BOYS' COLLEGE, AND HAVERGAL COLLEGE IN THE REAR



WALK IN ASSINIBOINE PARK



Medical College



Assiniboine Ave



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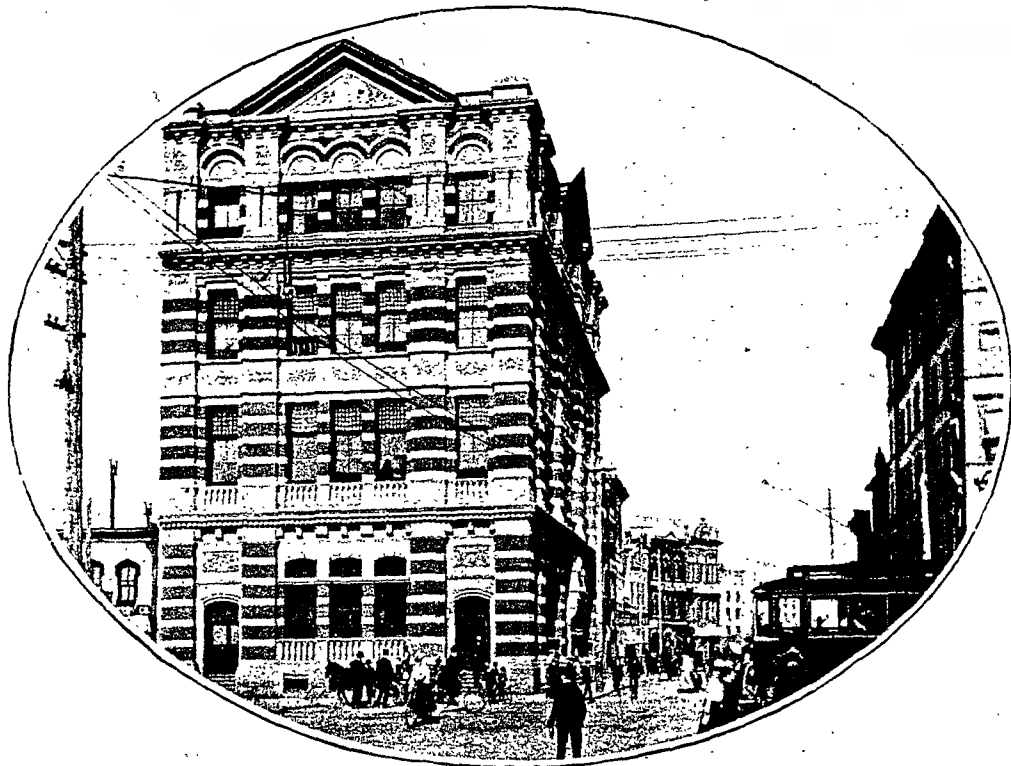
Telephone 1127

CAMPBELL'S ART GALLERY

300 Main Street, Winnipeg



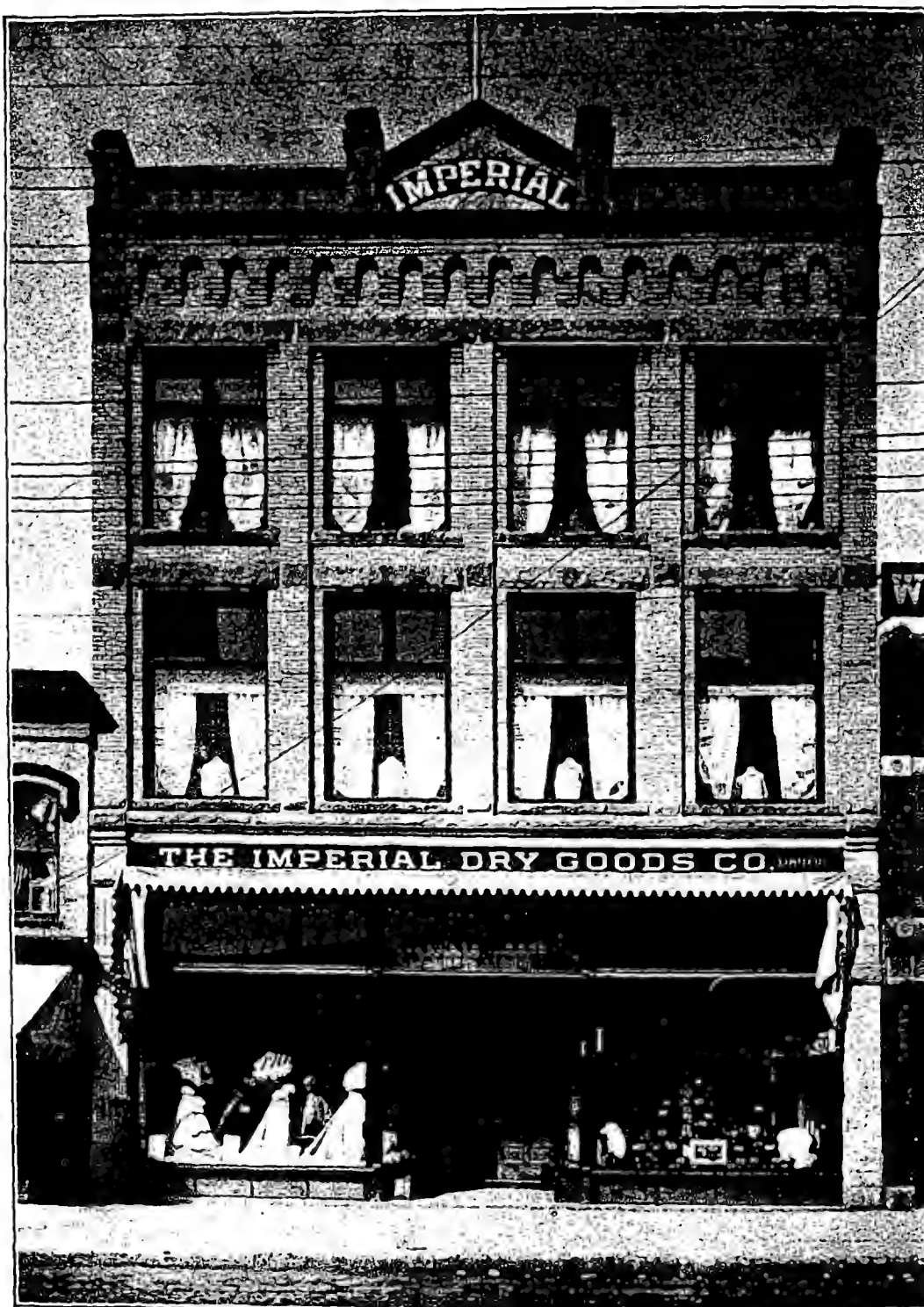
WINNIPEG ROWING CLUB RUGBY FOOTBALL TEAM



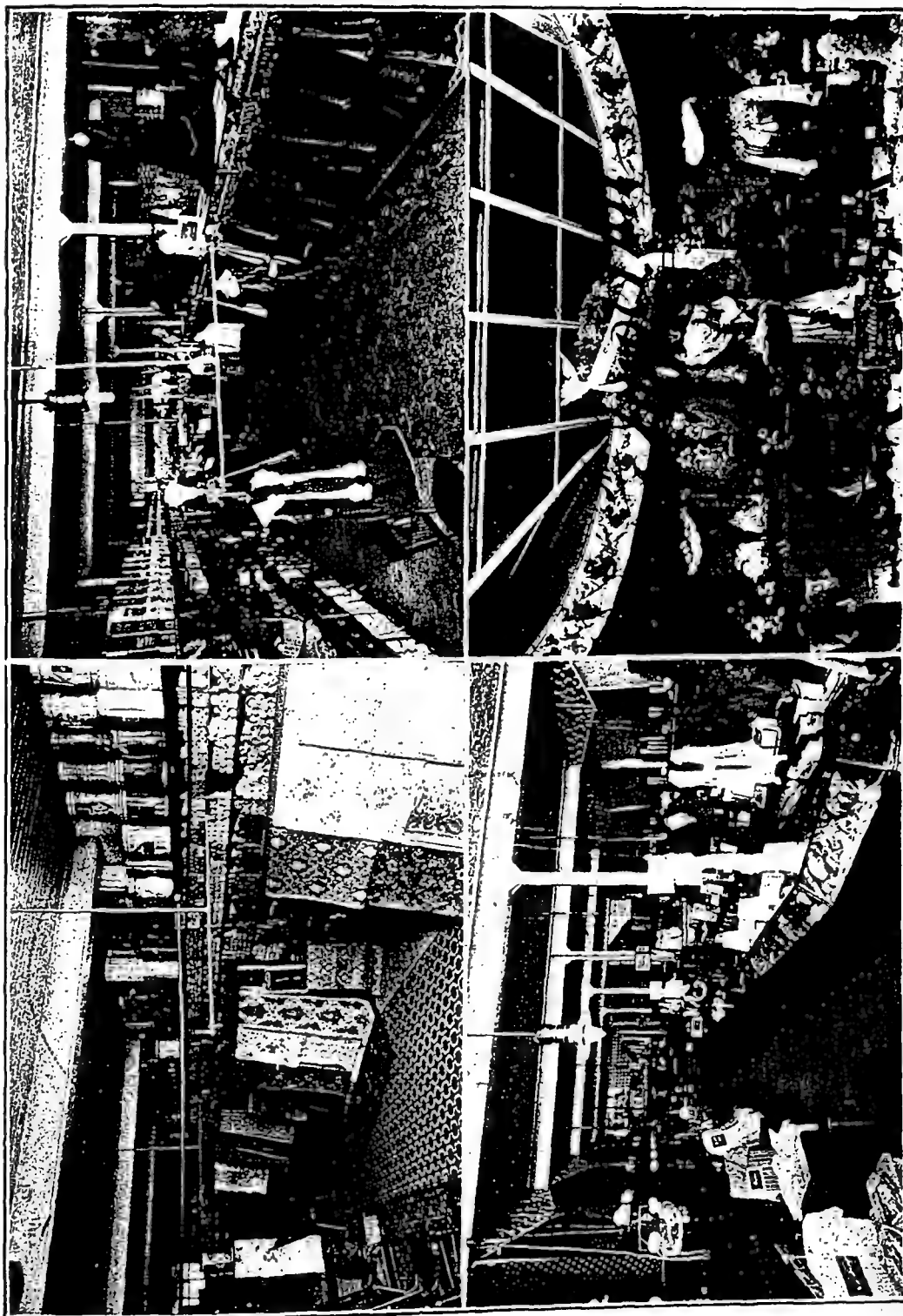
POST OFFICE



FLOWER BEDS IN ASSINIBOINE PARK



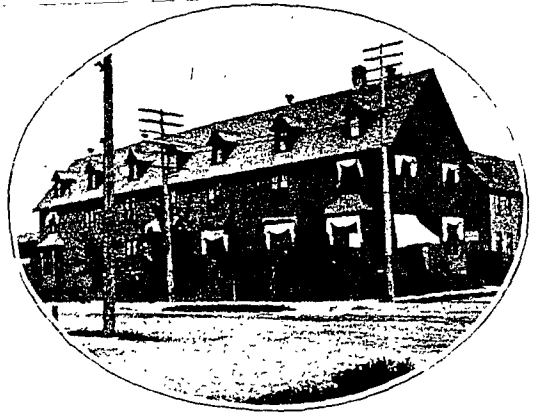
IMPERIAL DRY GOODS CO. LTD.



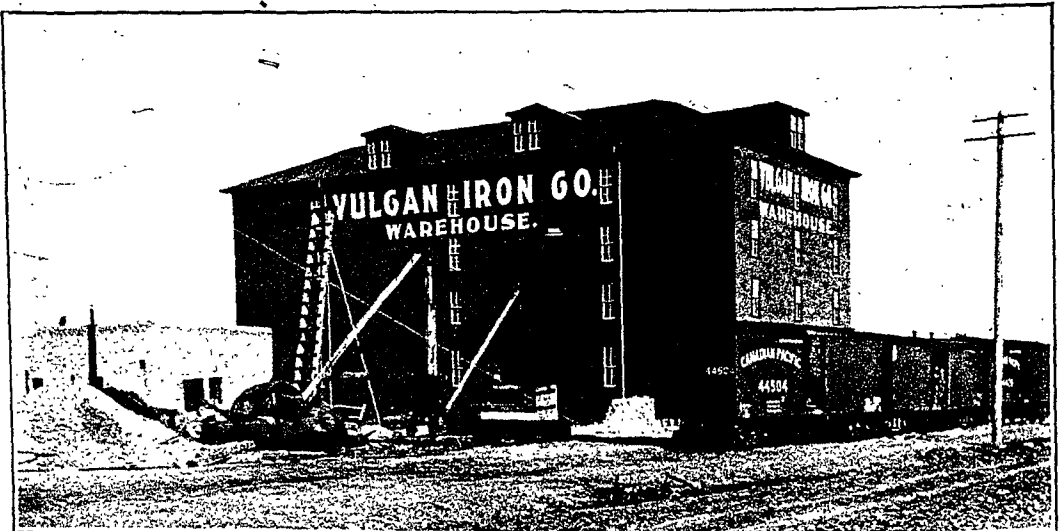
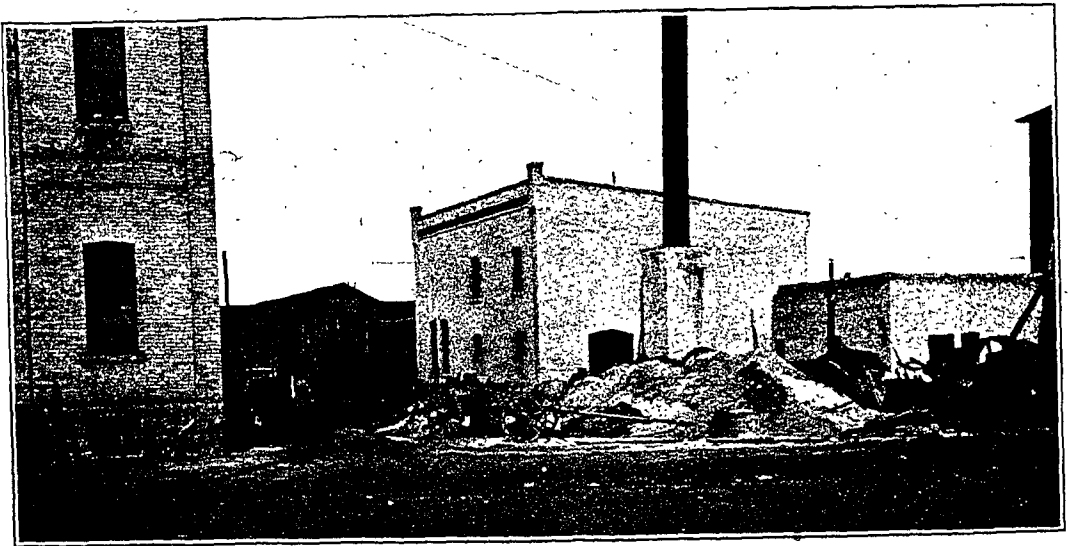
INTERIOR OF IMPERIAL DRY GOODS STORES



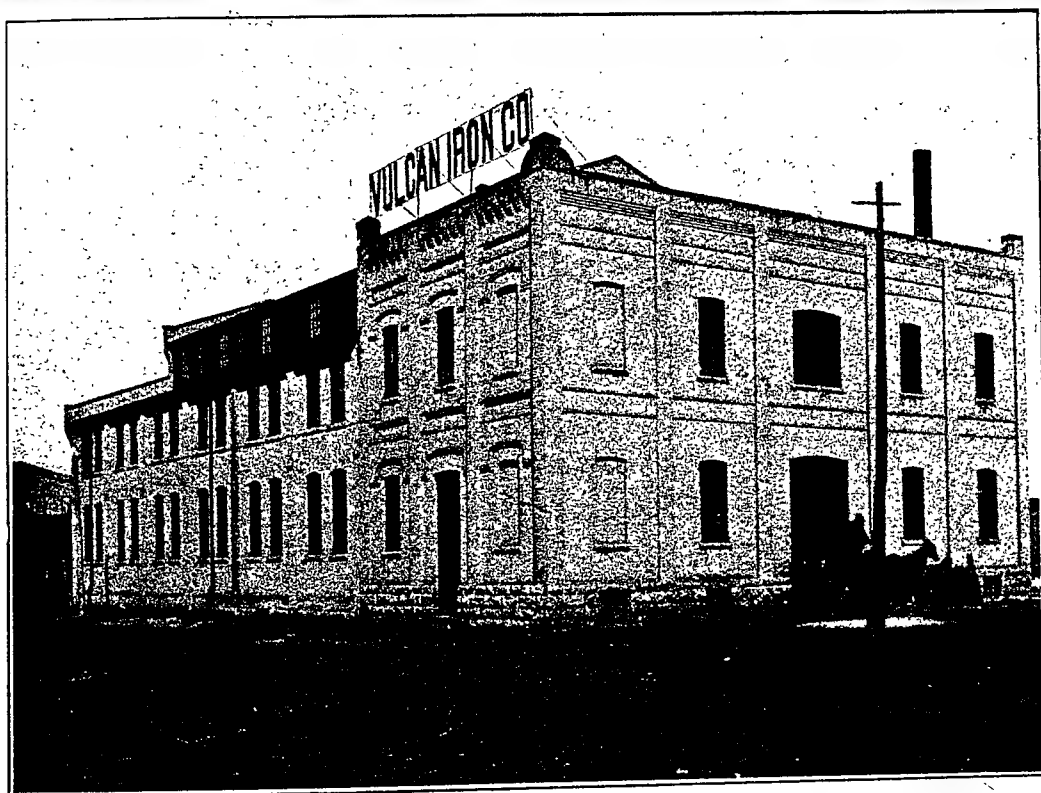
McIntosh Circulating Library and News Stand at the Clarendon



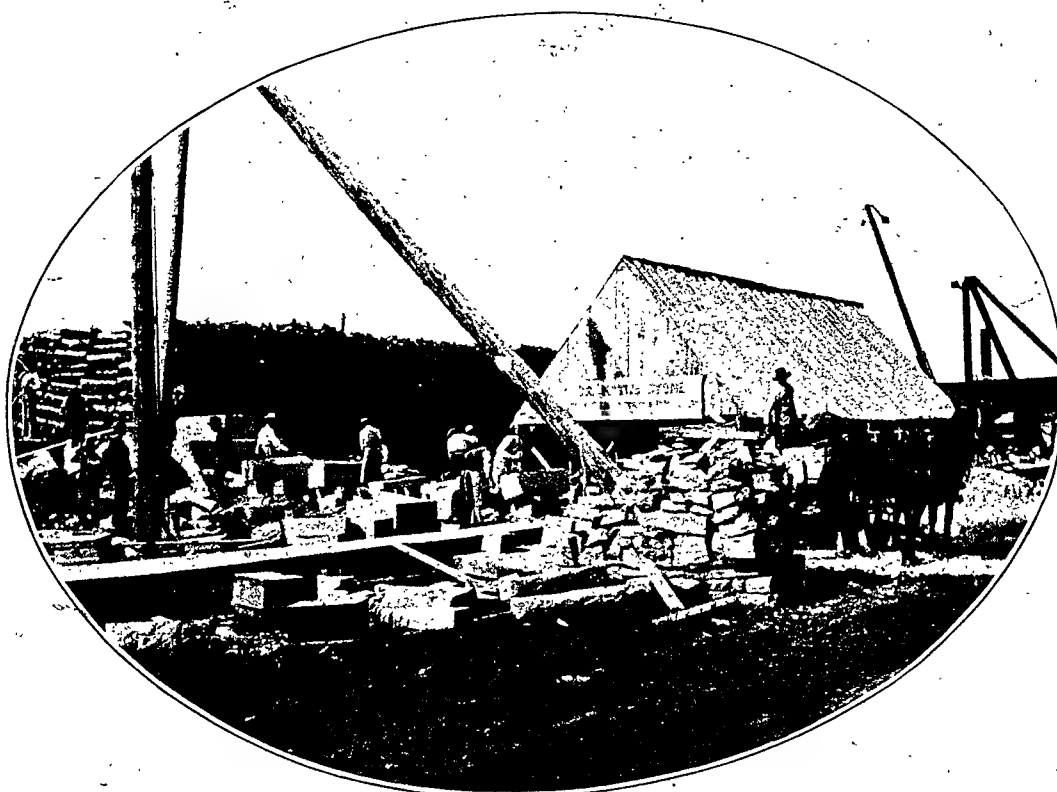
Immigration Building



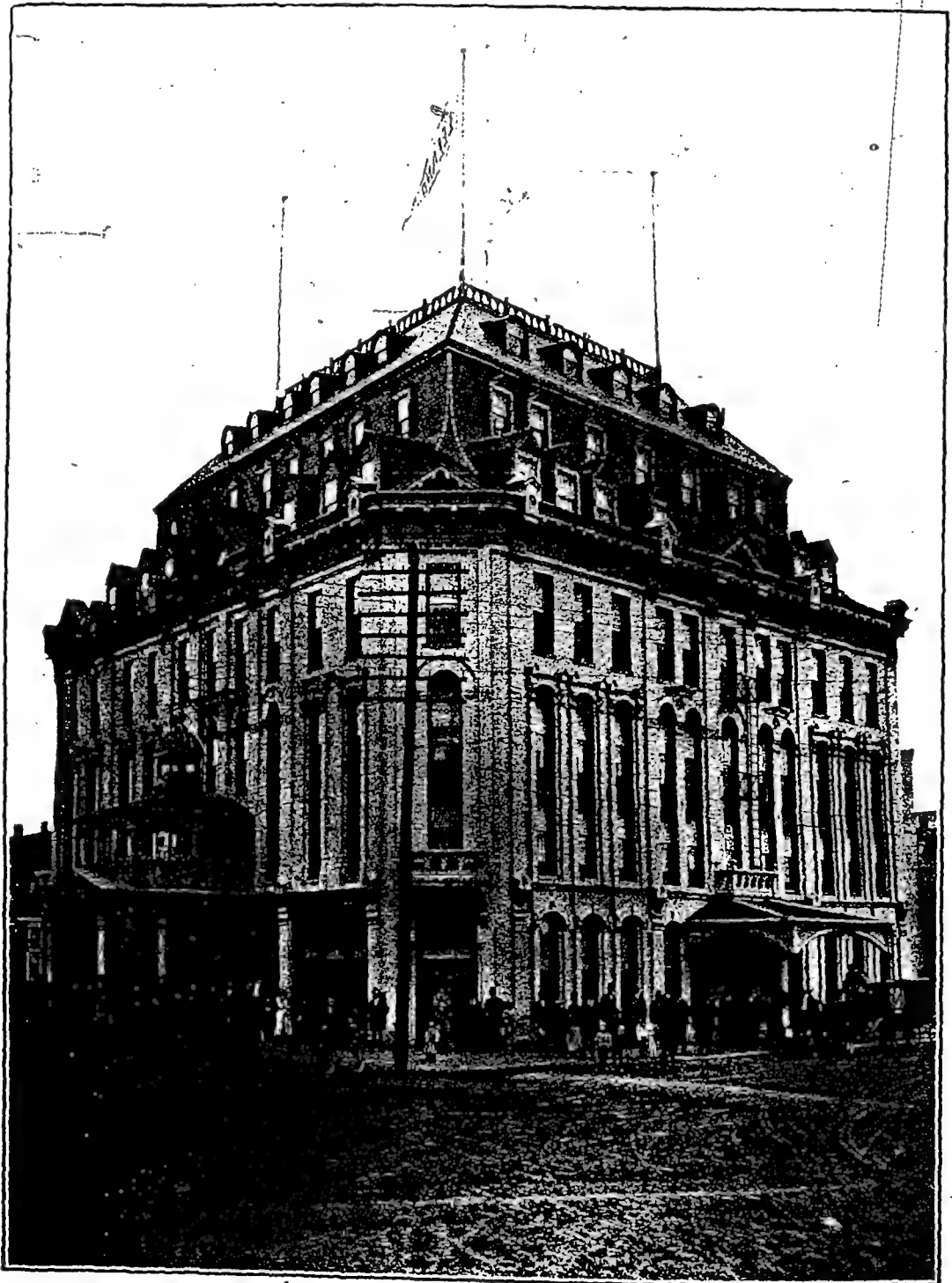
VULCAN IRON CO.



VULCAN IRON CO



GARSON QUARRY STONE WORKS



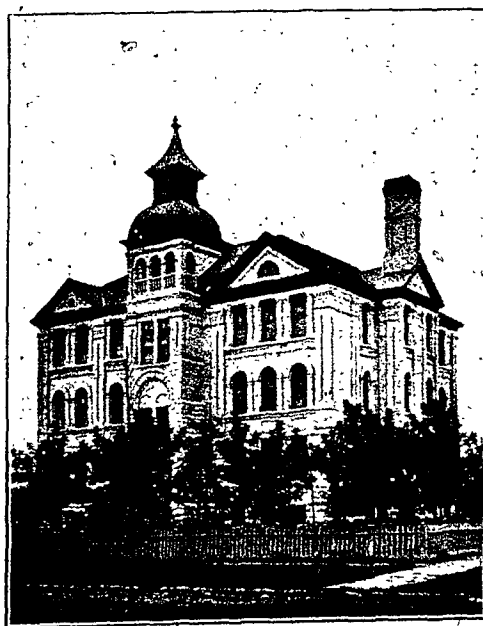
LELAND HOTEL



WINNIPEG ROWING CLUB HOCKEY TEAM



South End Fire Hall



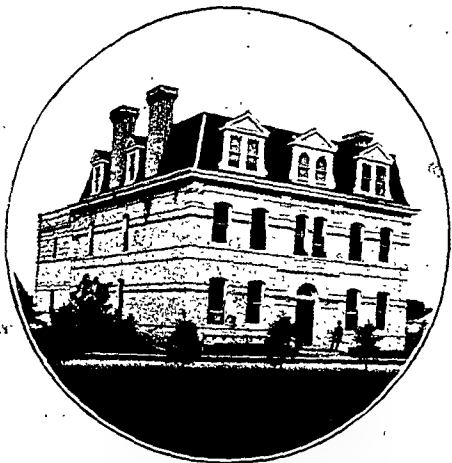
Isbister School



ROW OF HOUSES ON EDMONTON ST. FACING CENTRAL PARK



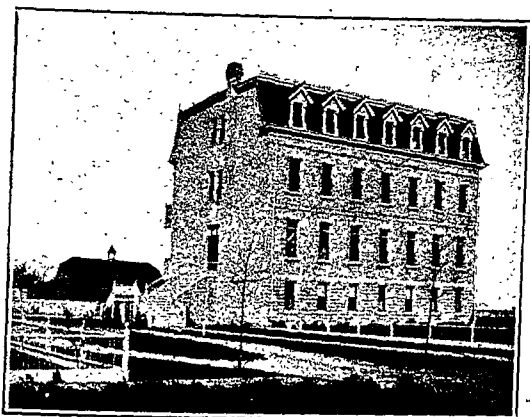
WEST ENTRANCE TO ASSINIBOINE PARK.



Land Titles Office



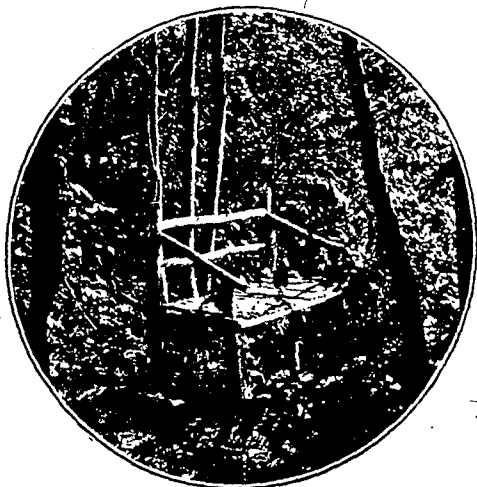
Residence of Dr. Chown



Maternity Hospital, Armstrong's Point



Residence of Mr. Bell



A Quiet Resting-place at Elm Park



Canada Life Building



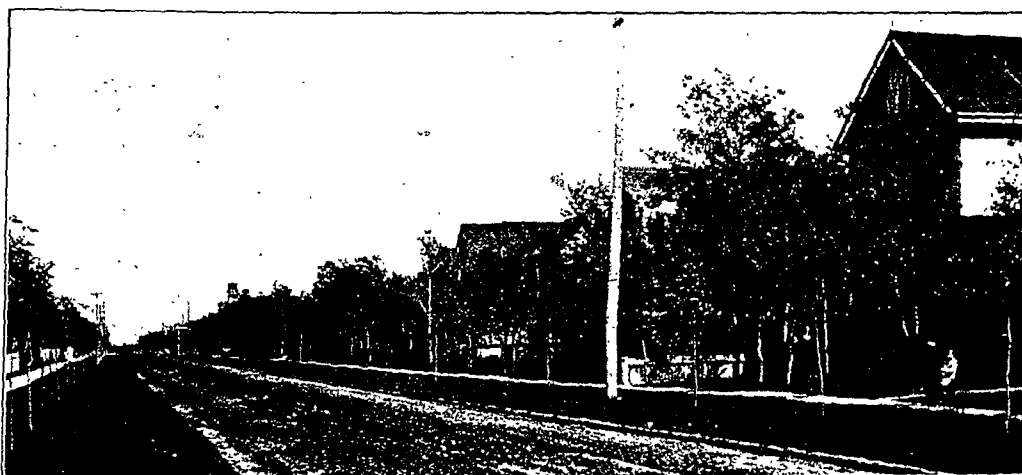
SEMI-READY WARDROBE



ASSINBOINE PARK



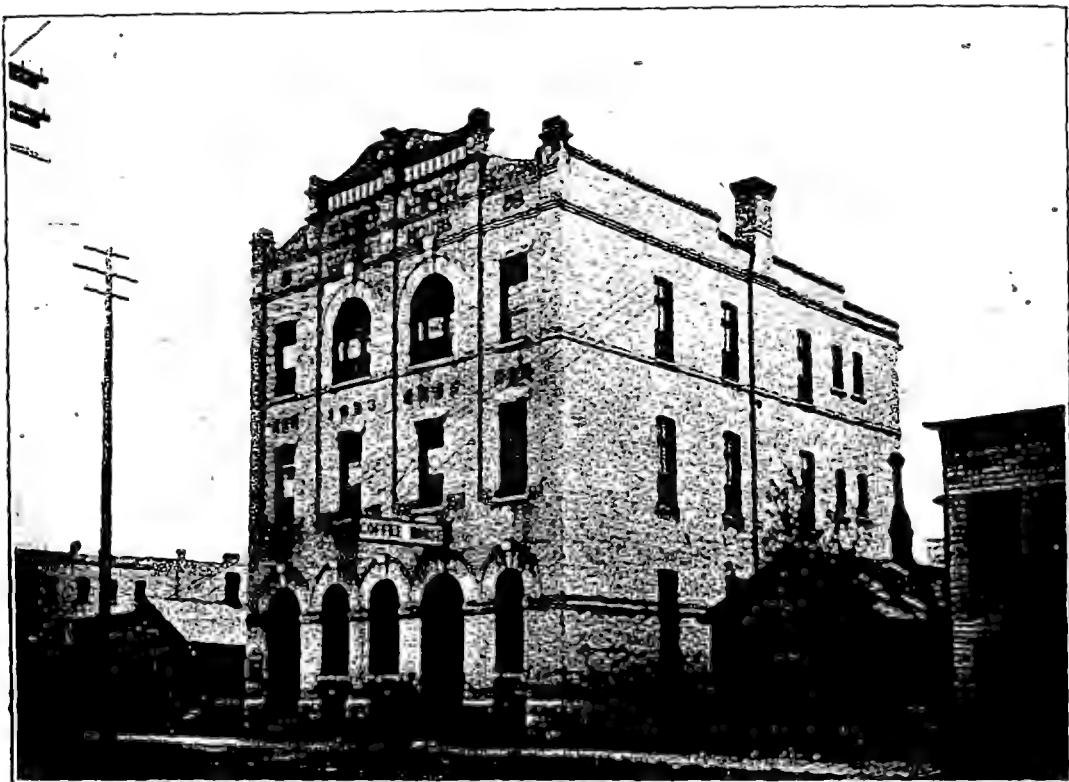
ST. MARY'S CHURCH



SPADINA AVE. LOOKING EAST



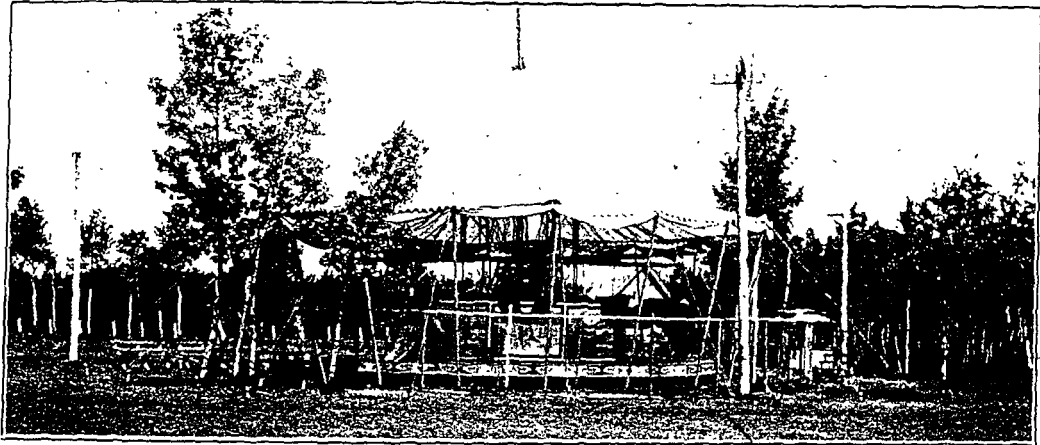
BELL AVENUE



WINNIPEG LODGING AND COFFEE HOUSE



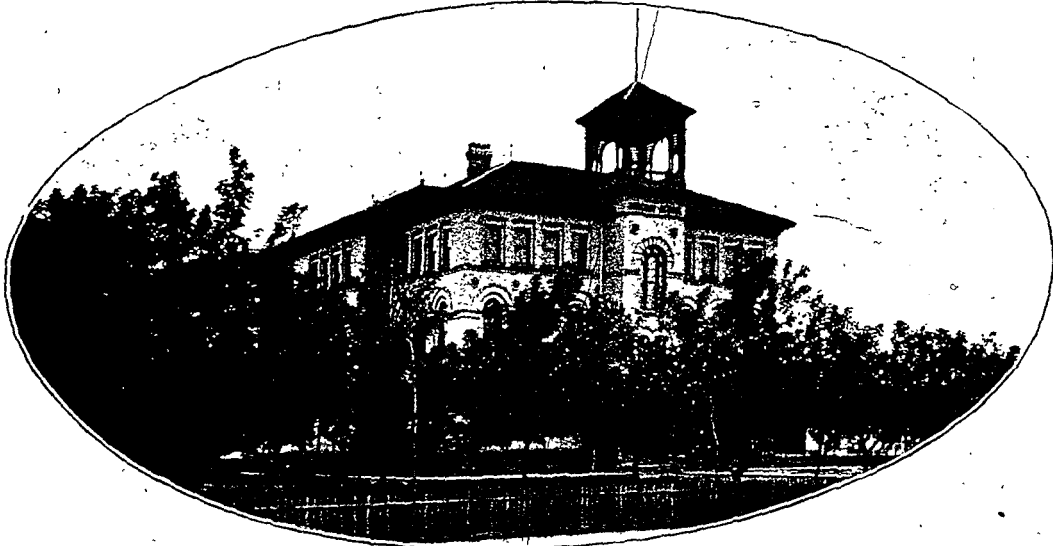
ASSINIBOINE PARK.



"OCEAN WAVE" AT RIVER PARK



VIEW OF FOUNTAIN IN FRONT OF GOVERNMENT BUILDING



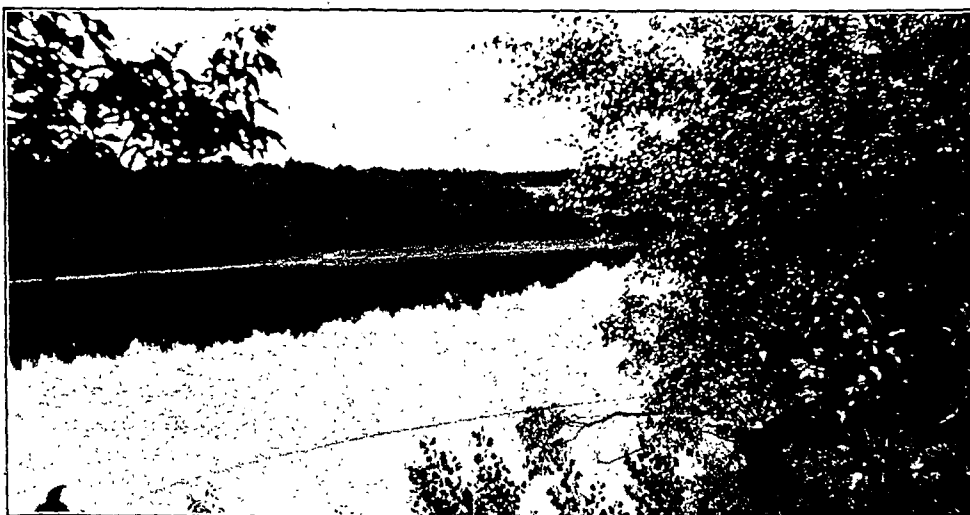
NORQUAY SCHOOL



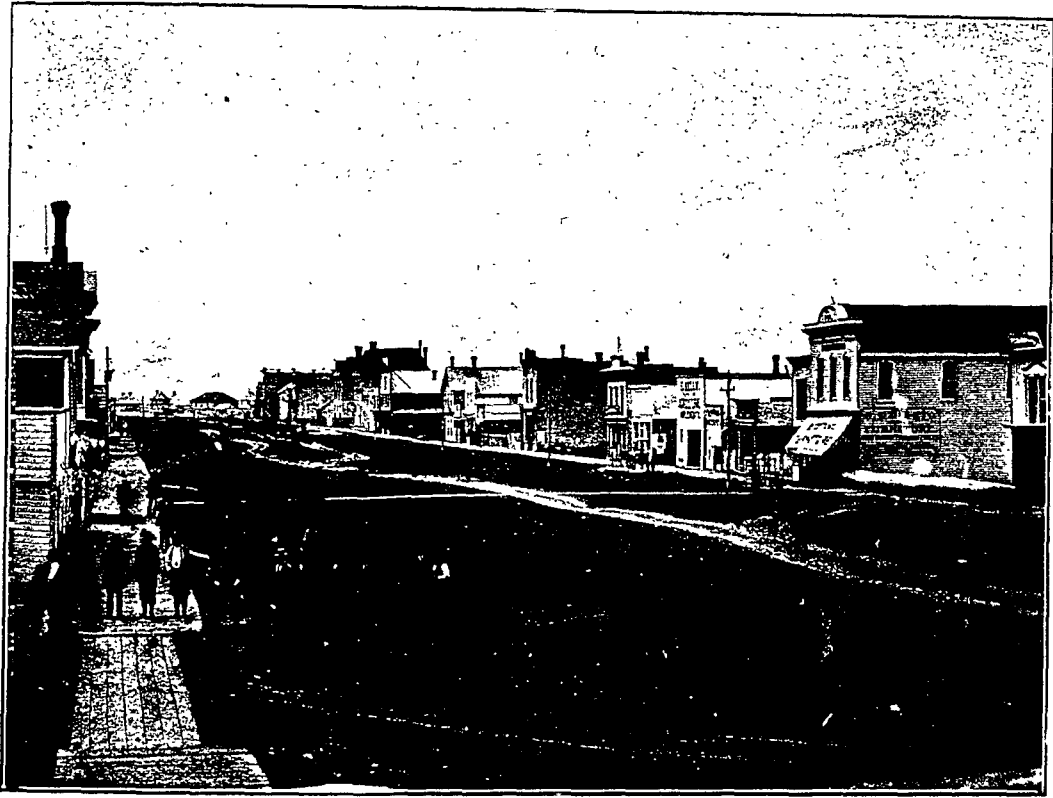
ENTRANCE TO LAND TITLES OFFICE AND COURT HOUSE



GOVERNMENT BUILDINGS



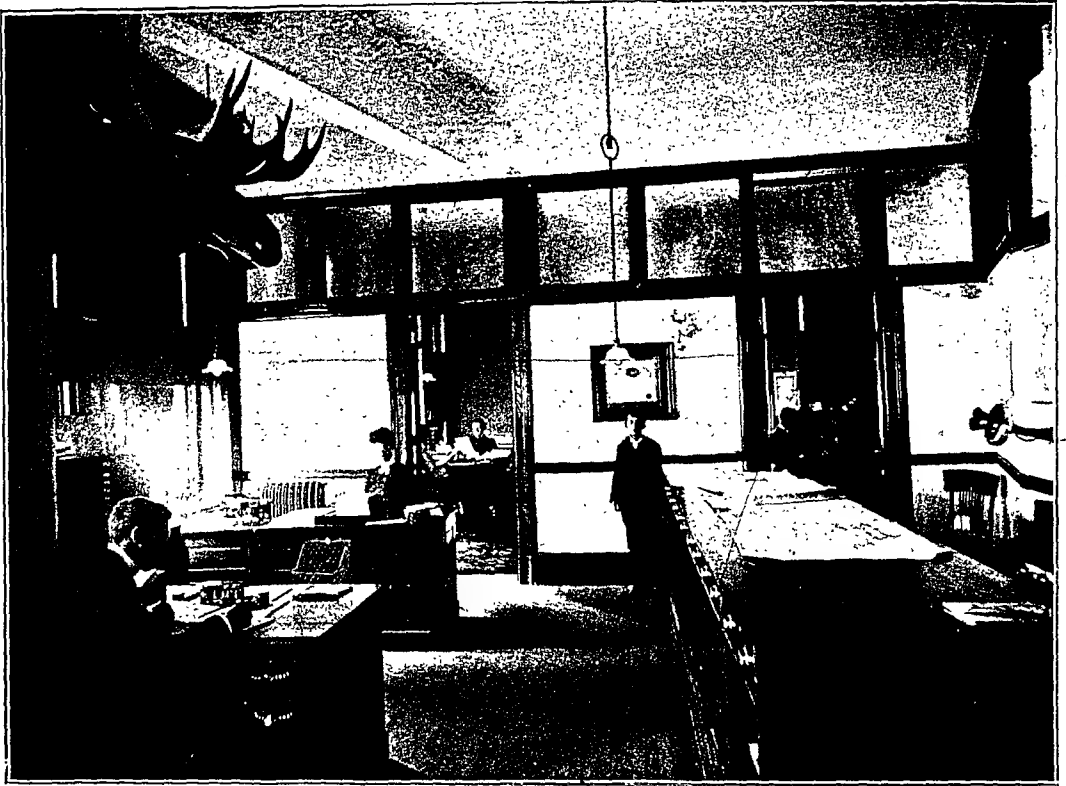
THE RED RIVER



MAIN STREET IN 1870



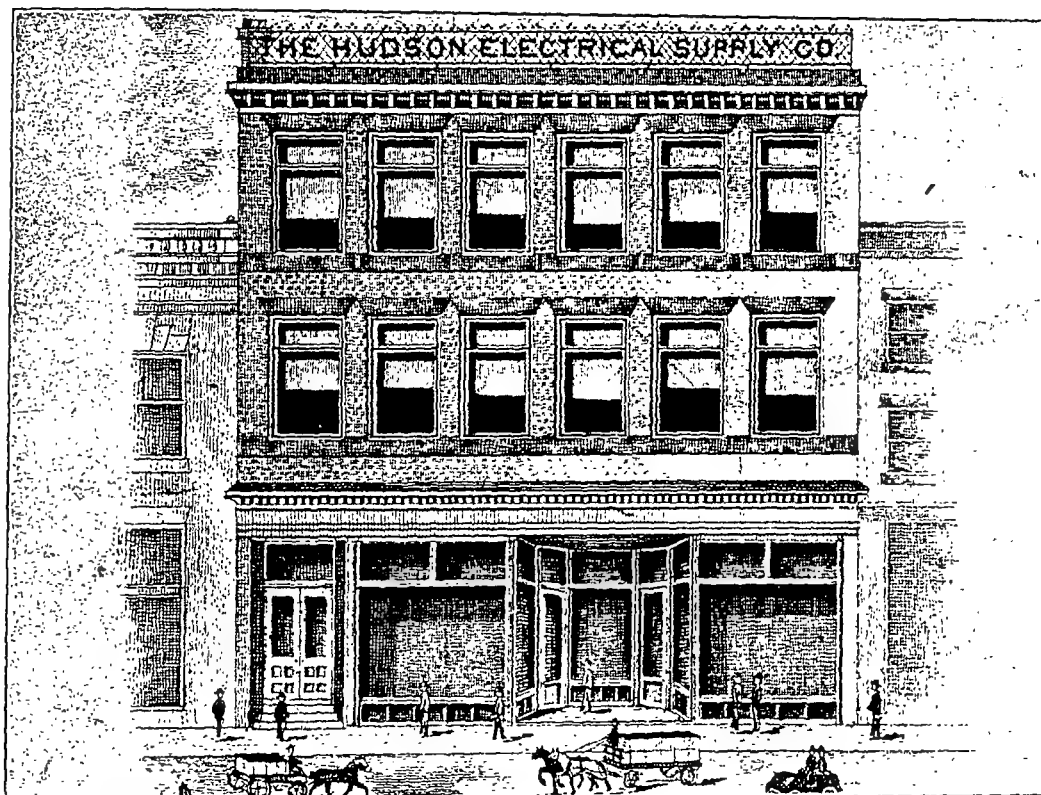
DEAF AND DUMB INSTITUTE



INTERIOR WINNIPEG OFFICE OF THE HASLAM LAND AND INVESTMENT CO.
 Merchants Bank Building, Winnipeg, Man. 312 Jackson Street, St. Paul, Minn., U.S.



A DAIRY FARM IN MANITOBA

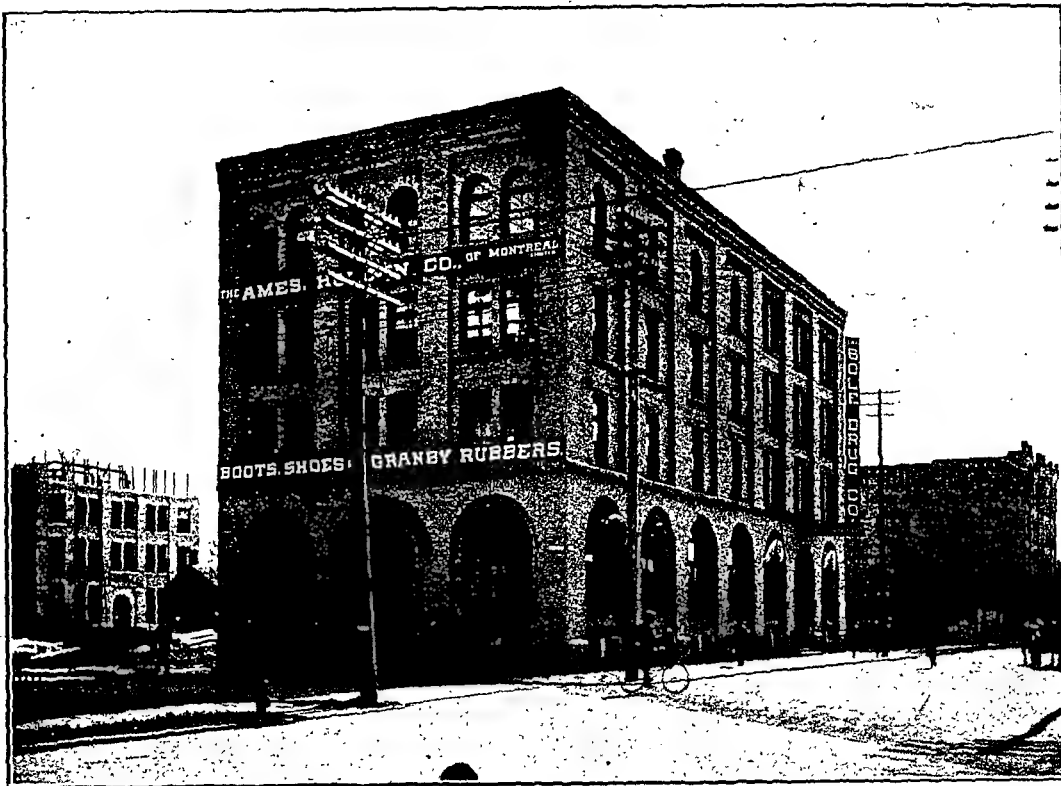


THE HUDSON ELECTRICAL SUPPLY CO.
Wholesale and Retail Dealers in Electrical Apparatus and Supplies. Fixtures a Specialty. Light and Power Plants Installed.
309 FORT STREET, WINNIPEG

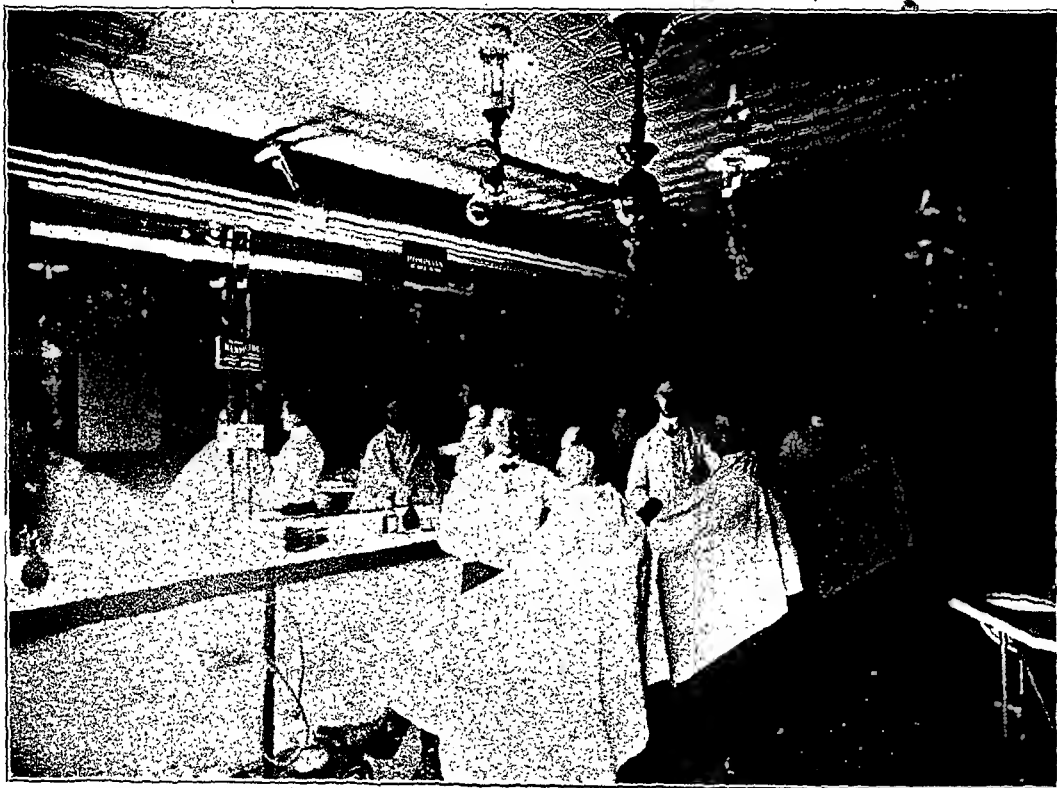


GEO. B. MCNEIL CO. LTD.

Makers of Ansonic Clothes for Men



AMES, HOLDEN CO., LTD., OF MONTREAL

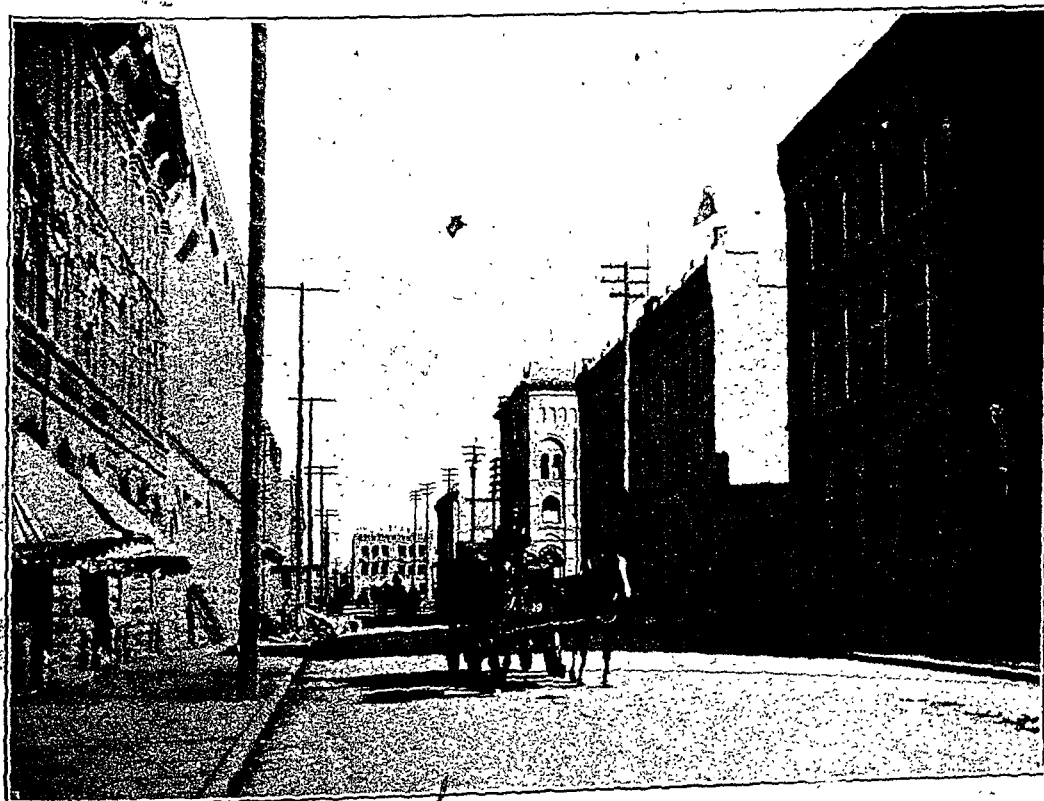


BERT EASTWOOD, TONSORIAL PARLORS, 445 MAIN ST.

In this shop will be found the very latest equipments, including compressed air for spraying, drying the face and hair, electric massage machines, etc.
Also clean, sanitary bathrooms in connection



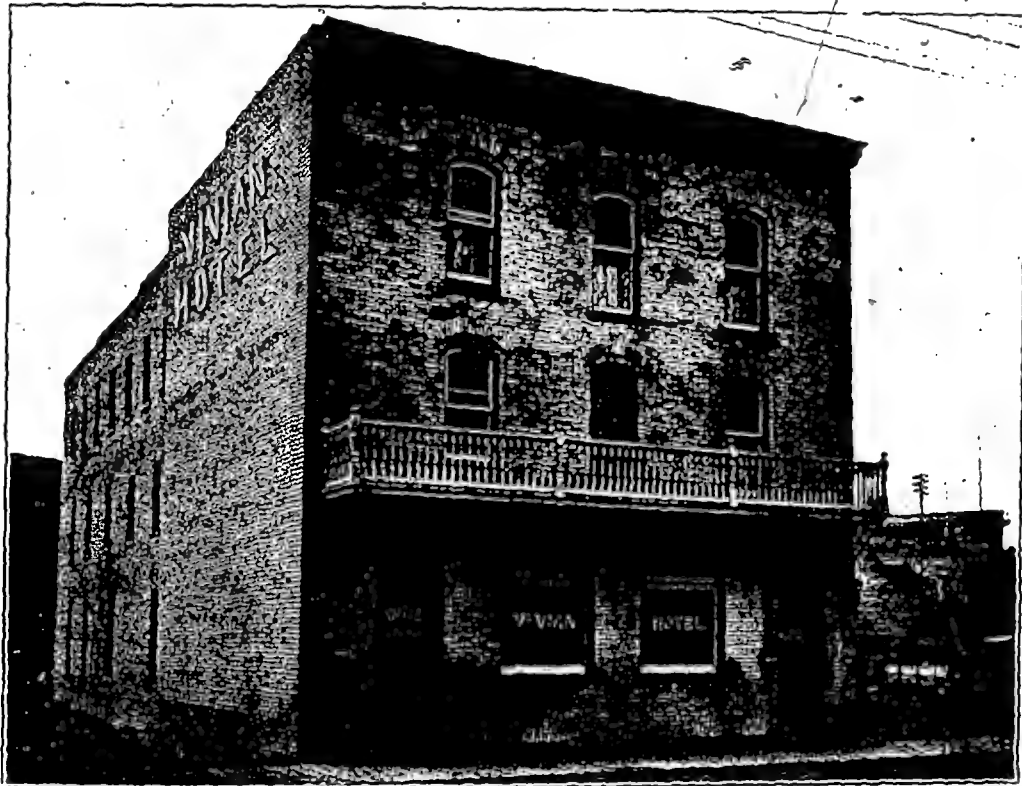
D. CAMERON, MERCHANT TAILOR



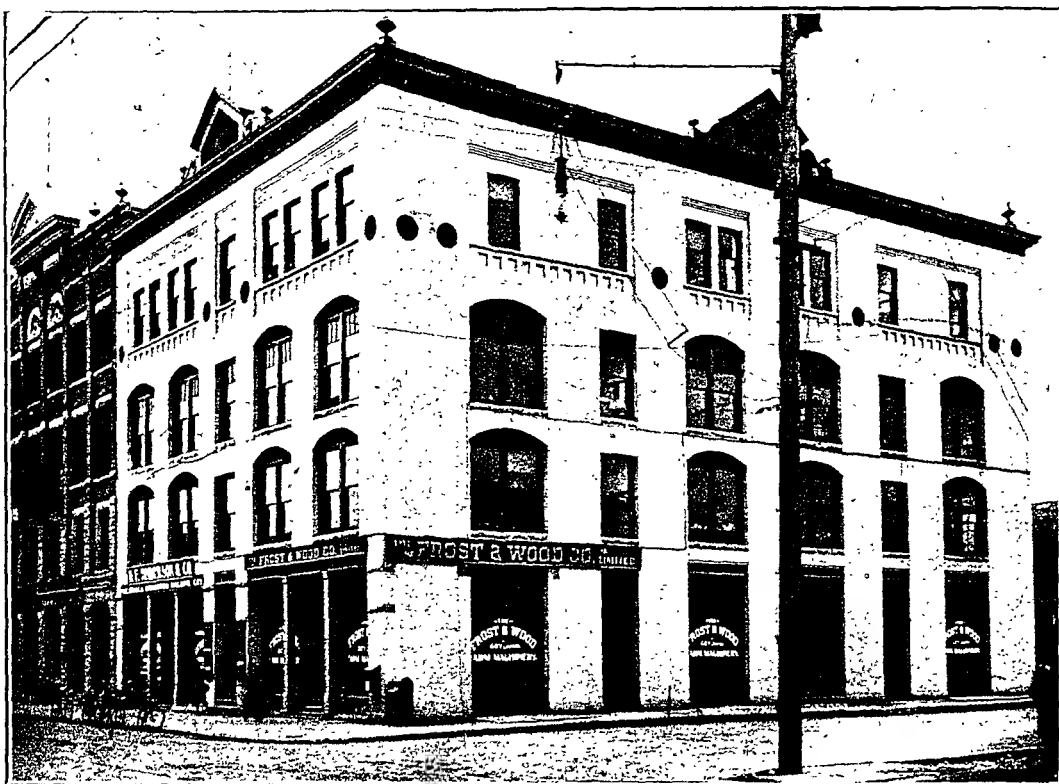
PRINCESS ST., LOOKING NORTH FROM McDERMOT AVE.



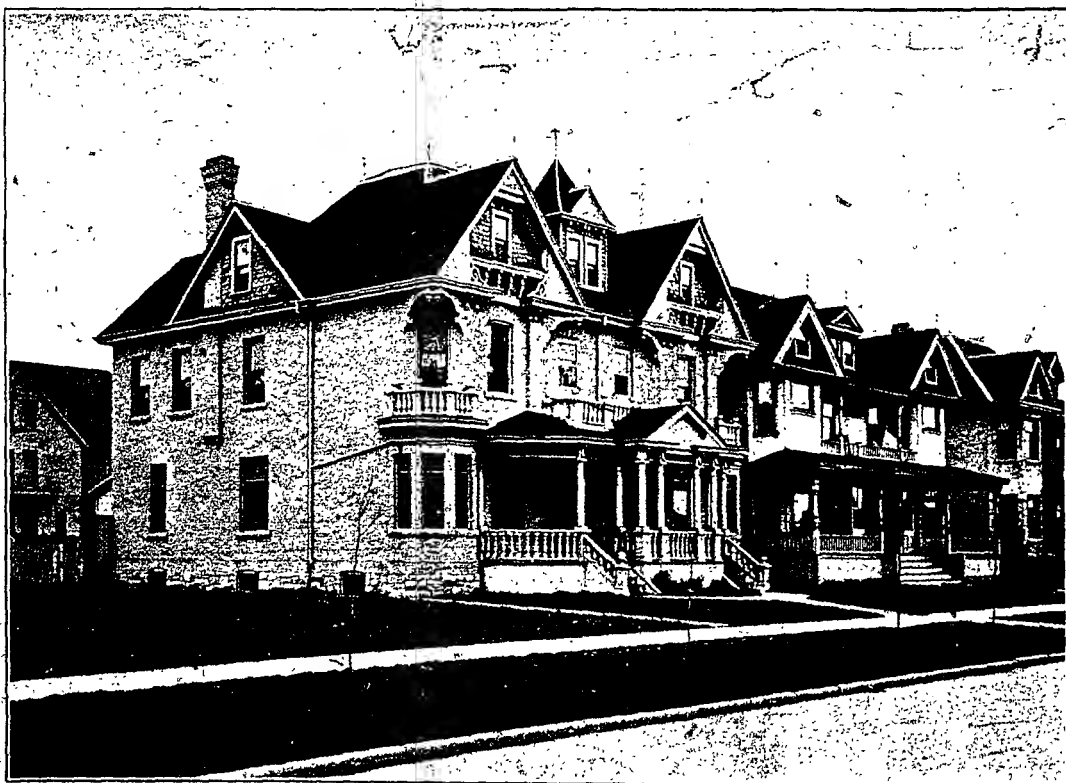
DEER LODGE, AT SILVER HEIGHTS



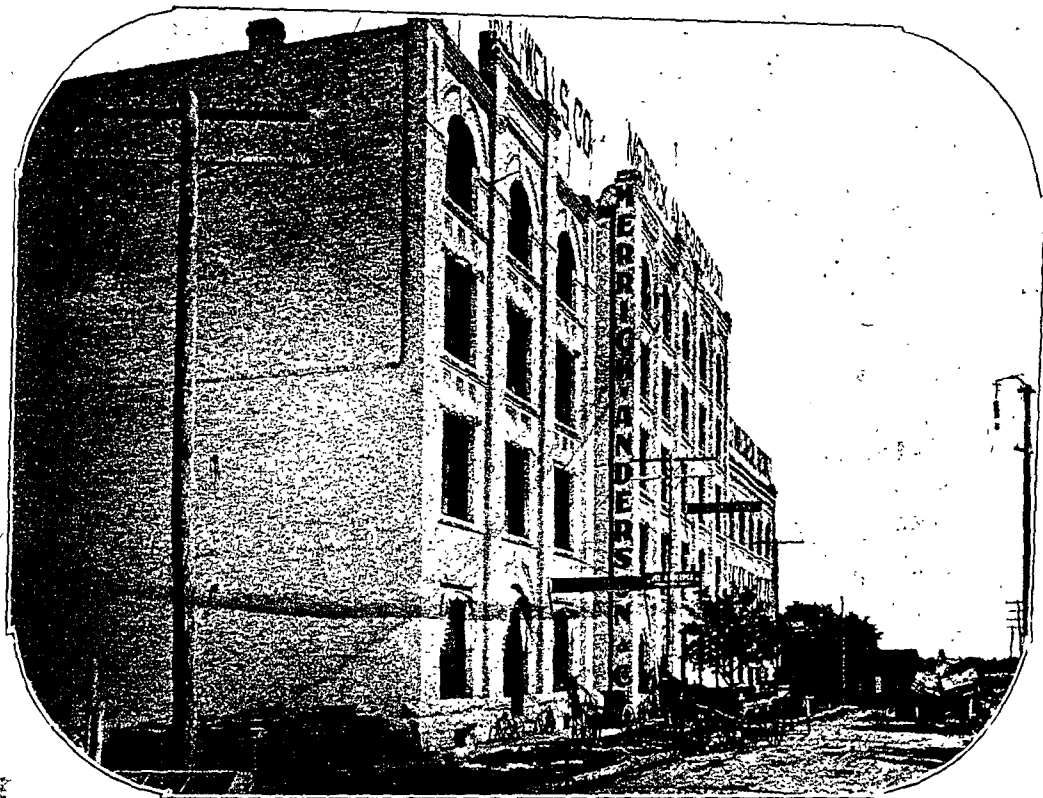
HOTEL VIVIAN. ALBERT VIVIAN, PROPRIETOR



FROST & WOOD CO. LTD



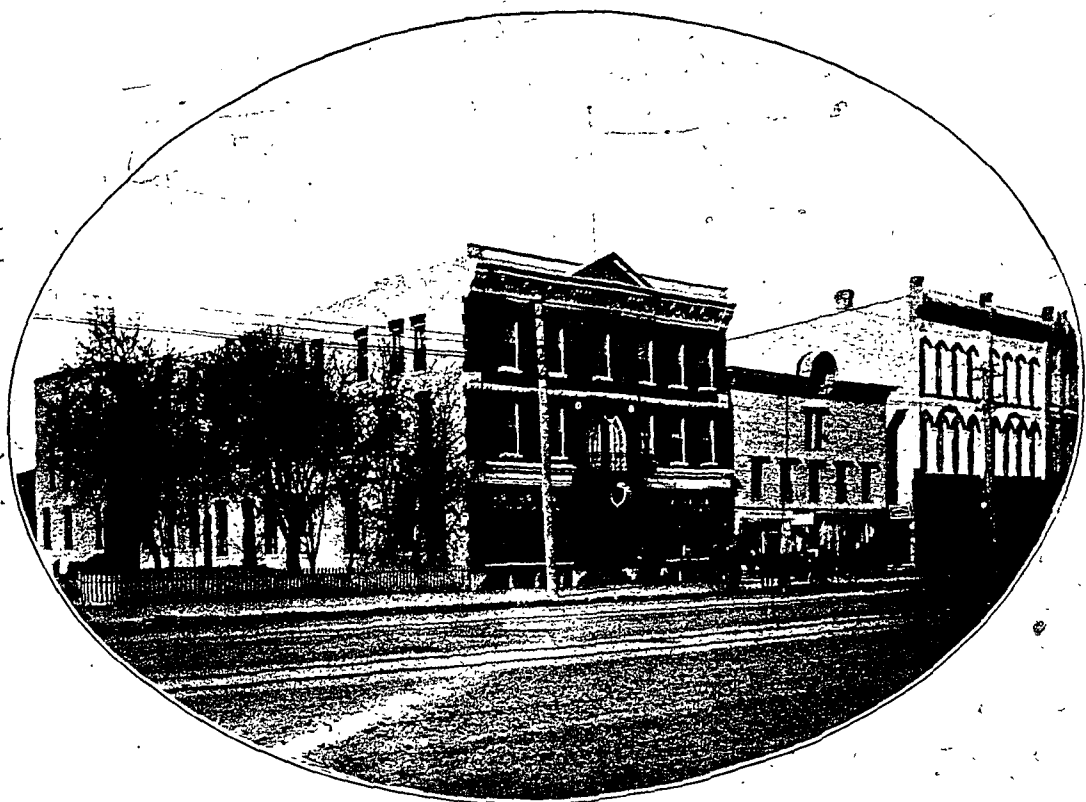
PART OF EDMONTON ST.



MARSHALL-WELLS CO AND MERRICK-ANDERSON CO



RESIDENCES OF H. B. BELCHER AND MR EVANS



MAIN ST. SHOWING WINNIPEG AND COMMERCIAL HOTELS



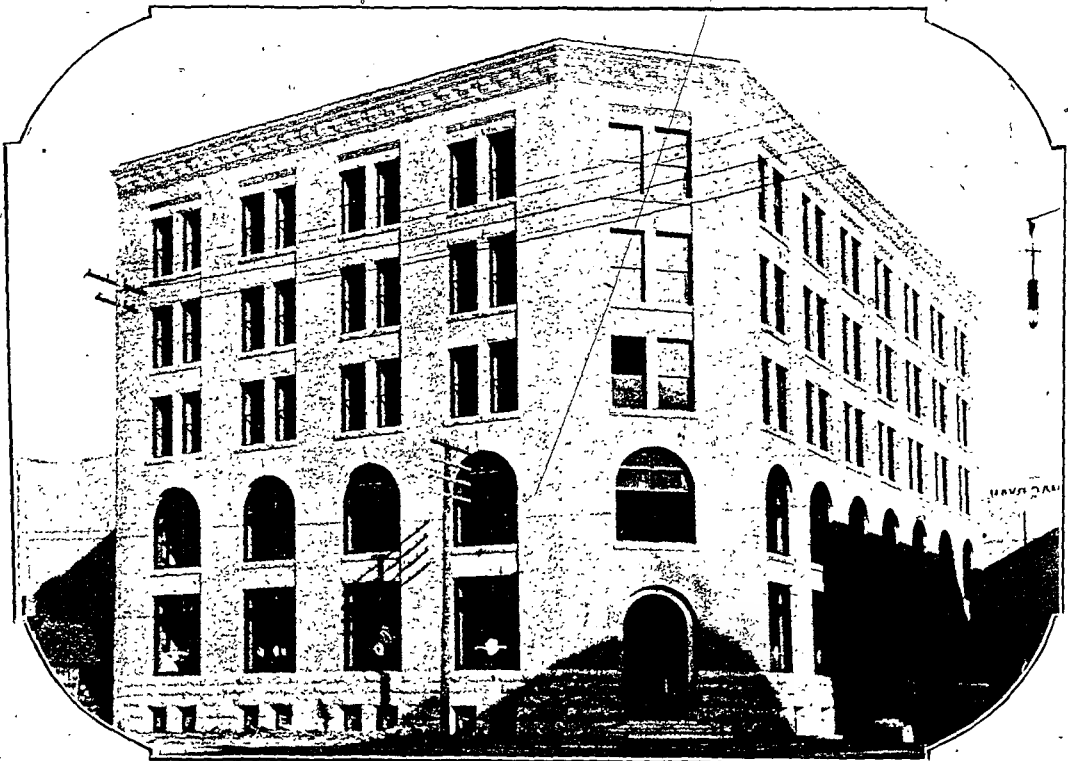
RESIDENCE OF S. H. STREVEL



THE NEW UNION BANK



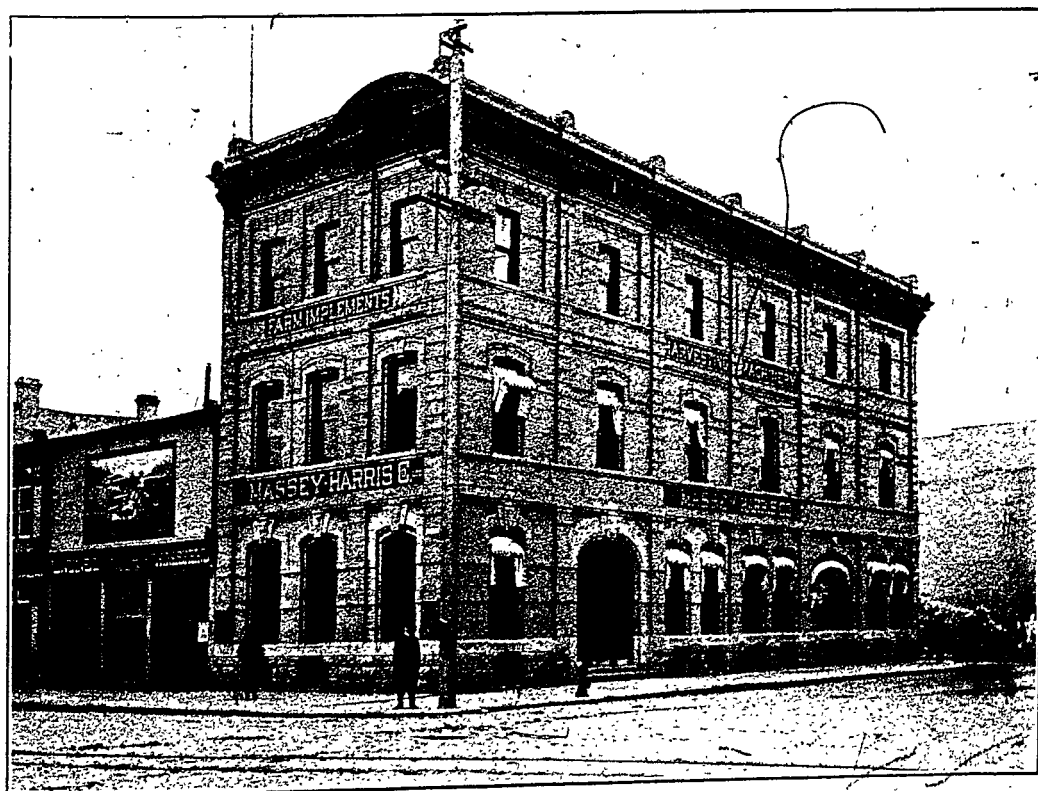
RESIDENCE OF E S GRIFFIN



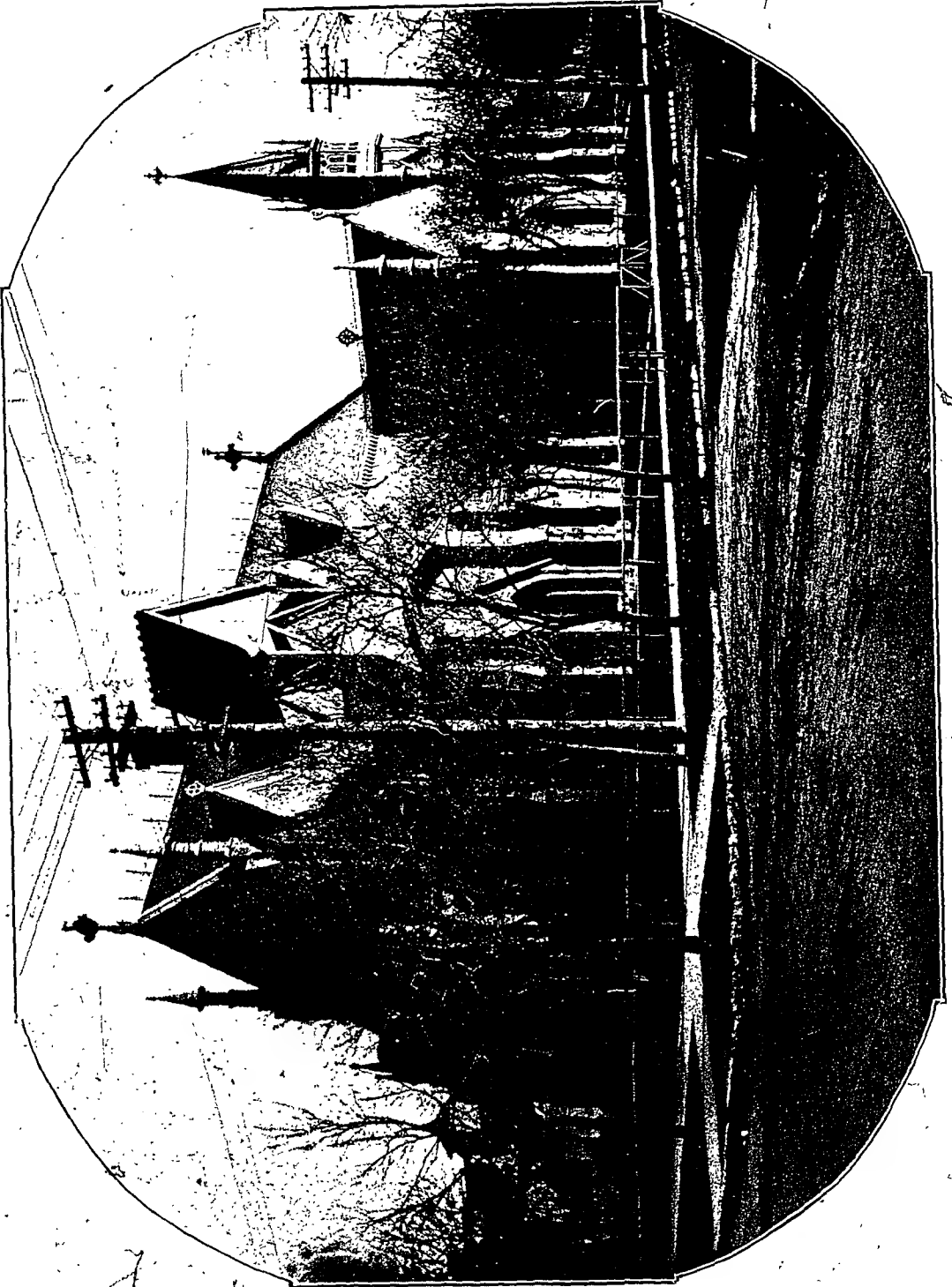
STOBART & SONS' NEW BLOCK



W. A. DAVIS. STATIONER AND BOOKSELLER



MASSEY-HARRIS CO. LTD



HOLY TRINITY CHURCH



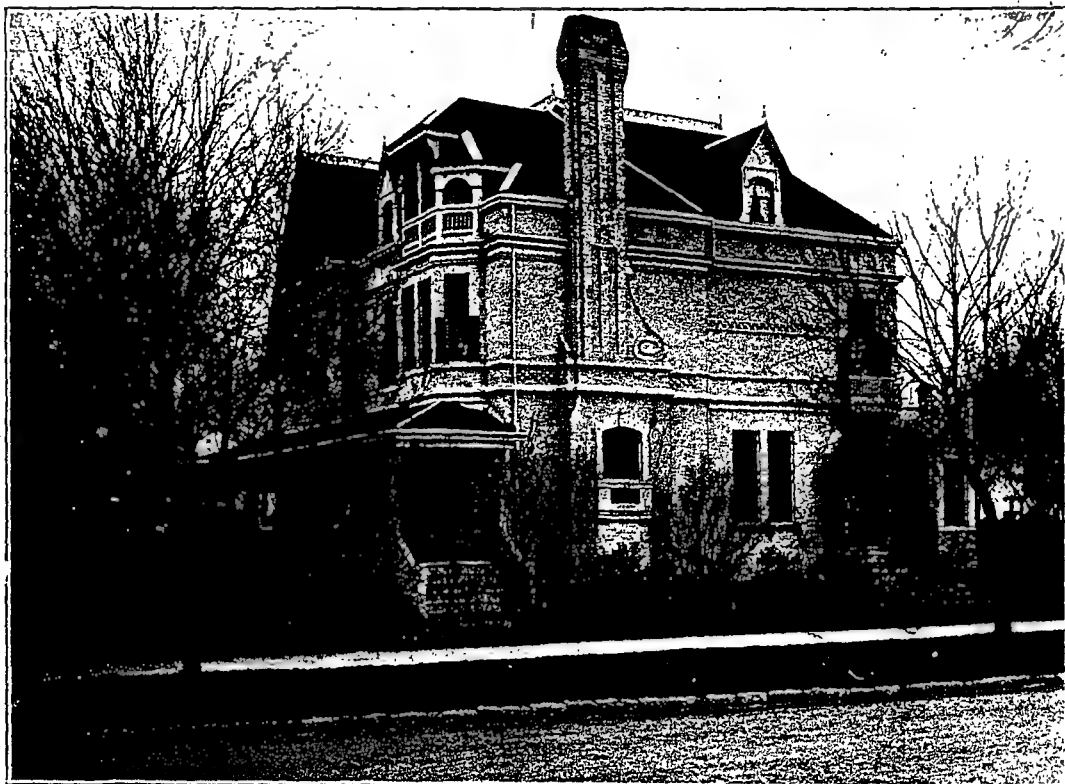
RESIDENCES OF A D IRISH AND H. BENARD



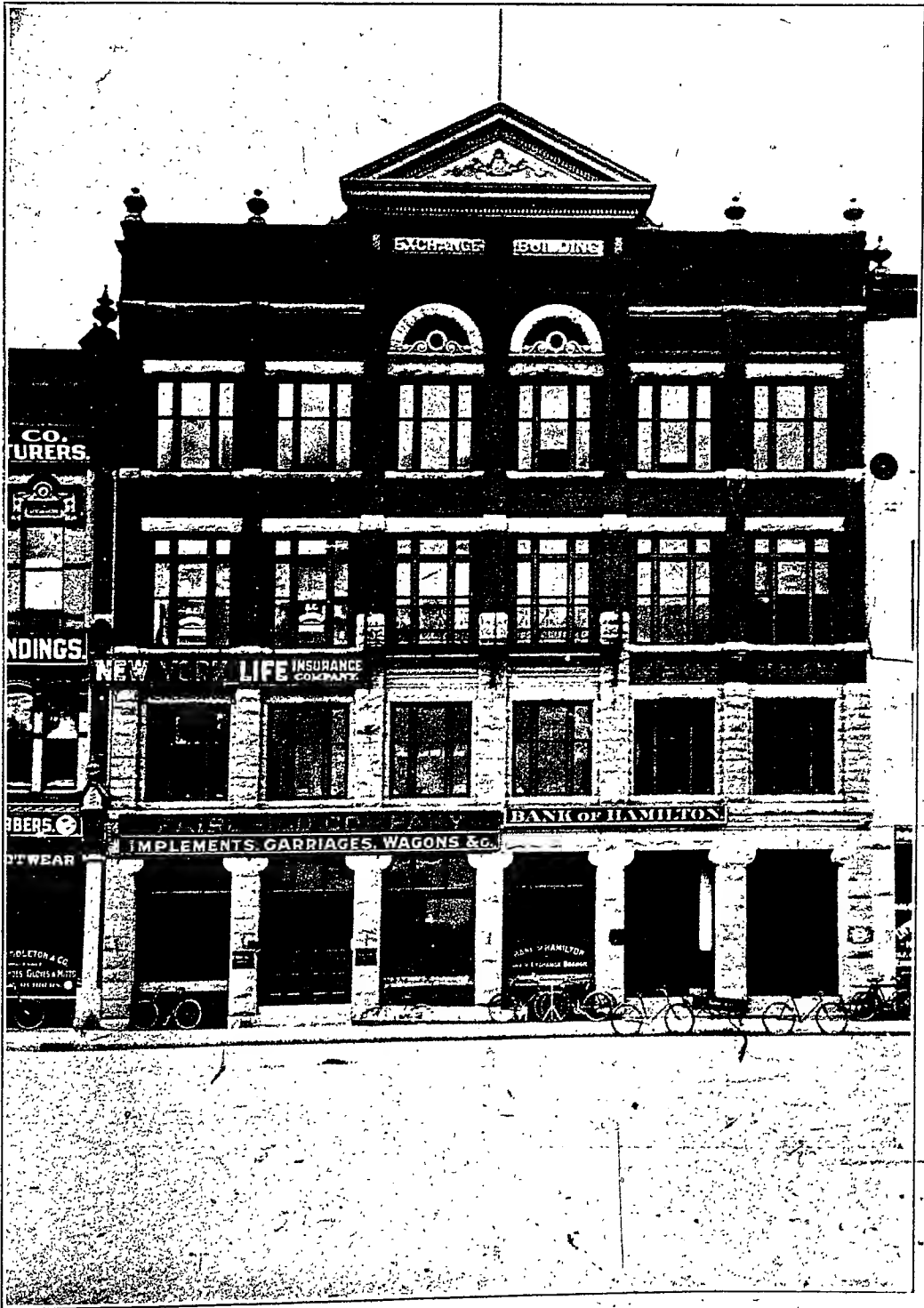
RESIDENCE OF G HASTINGS



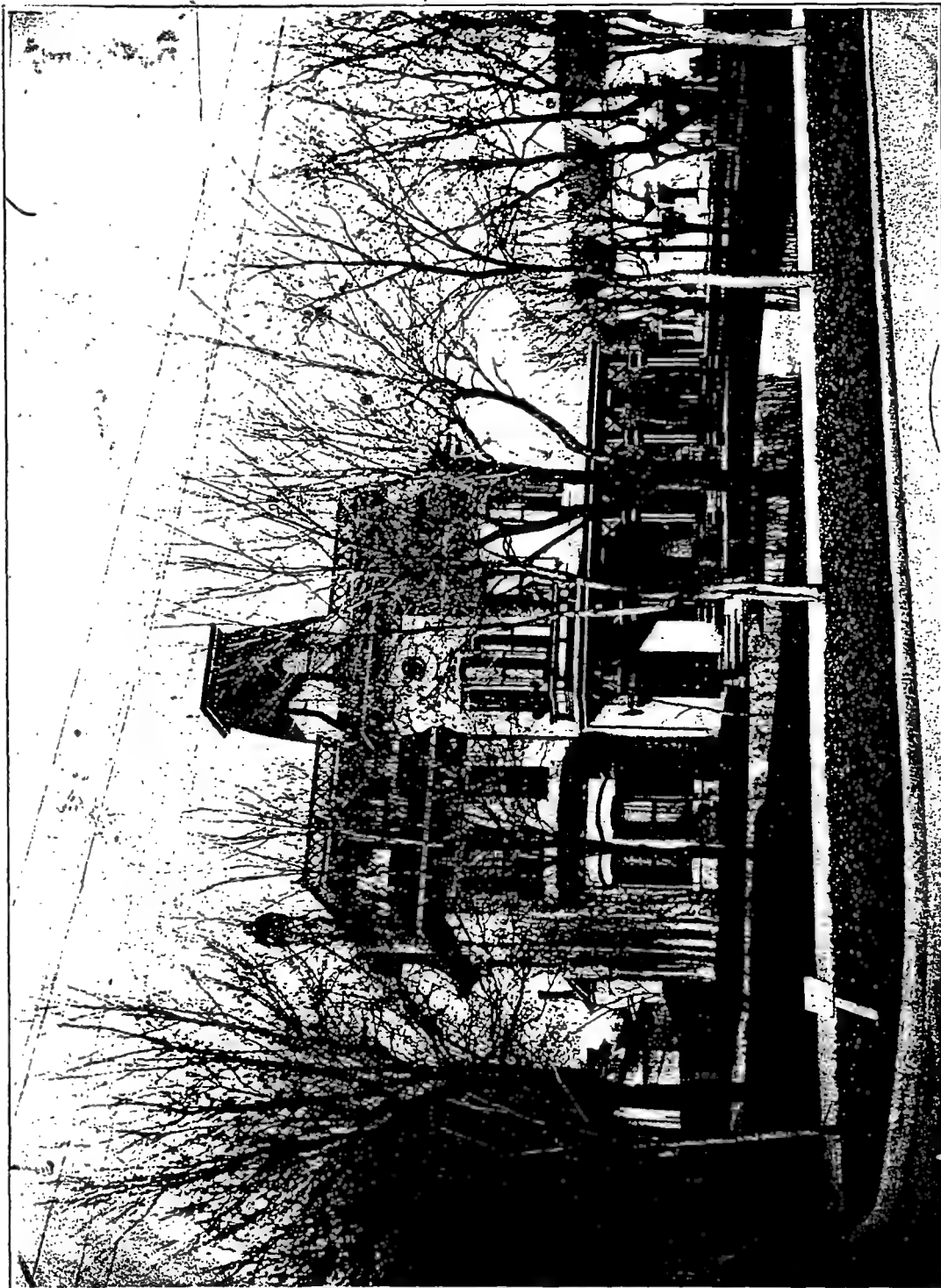
ANDREWS' JEWELLERY STORE



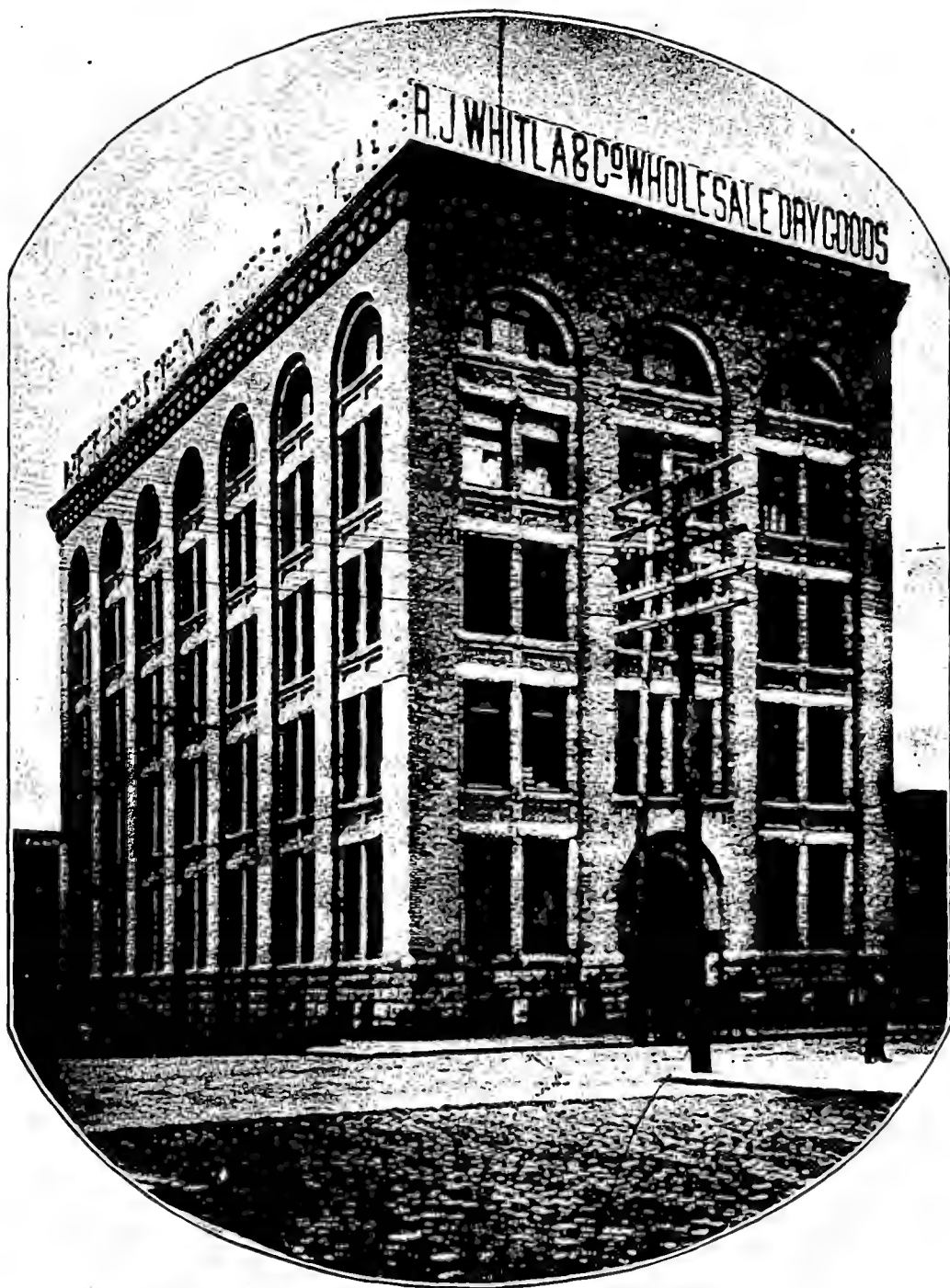
RESIDENCE OF J. F. GALT



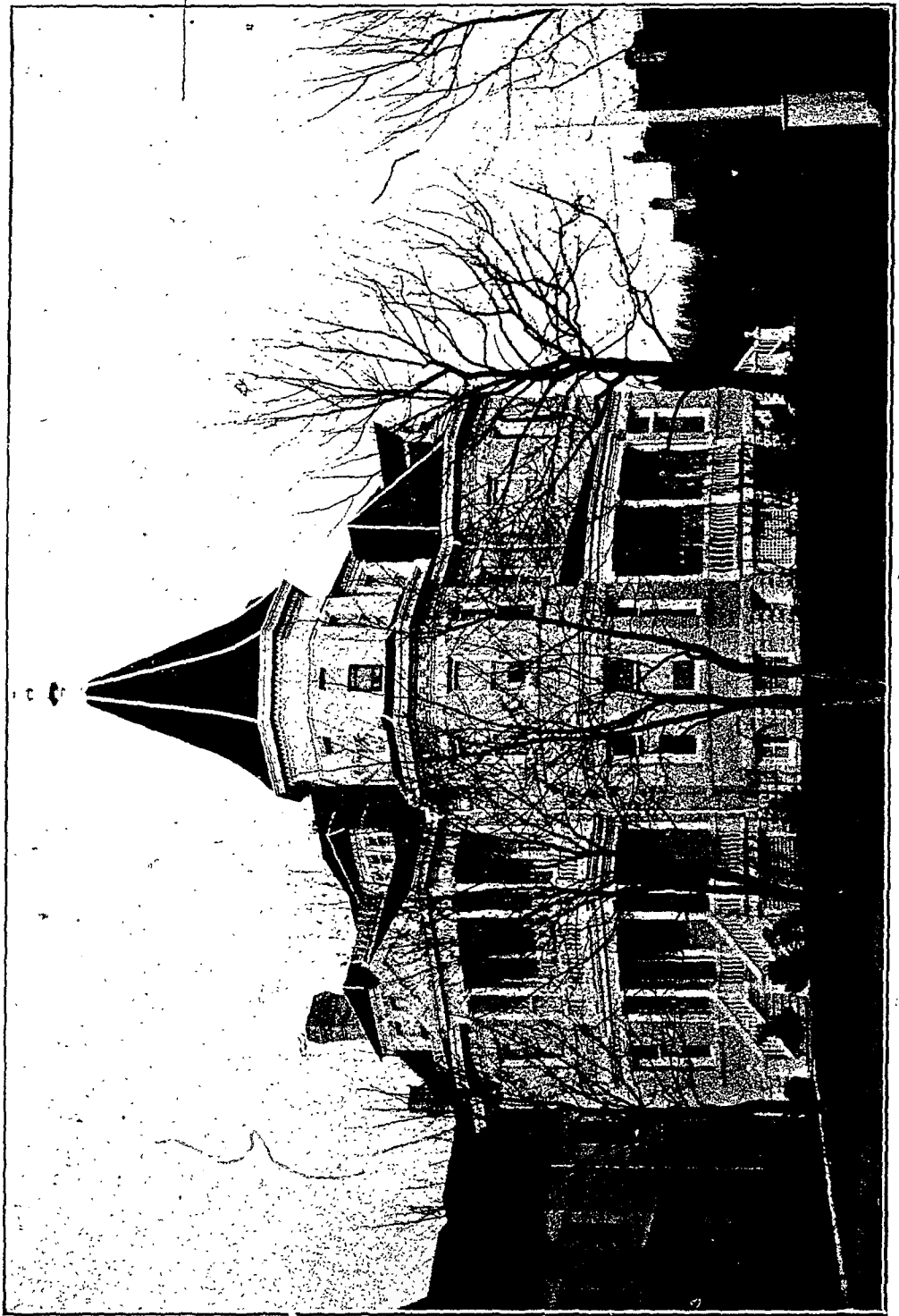
EXCHANGE BUILDING



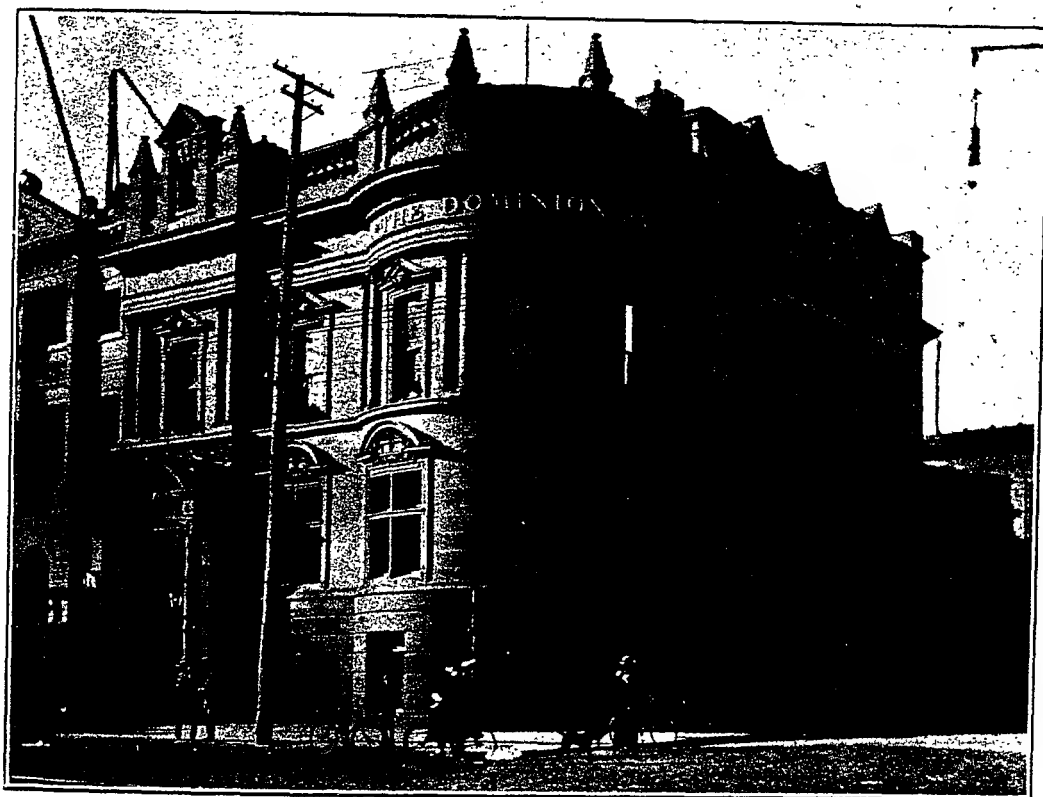
RESIDENCE OF W J ALLOWAY, BANKER



R. J. WHITLA & CO., WHOLESALE DRY GOODS



RESIDENCE OF E. J. BAWLF



THE DOMINION BANK



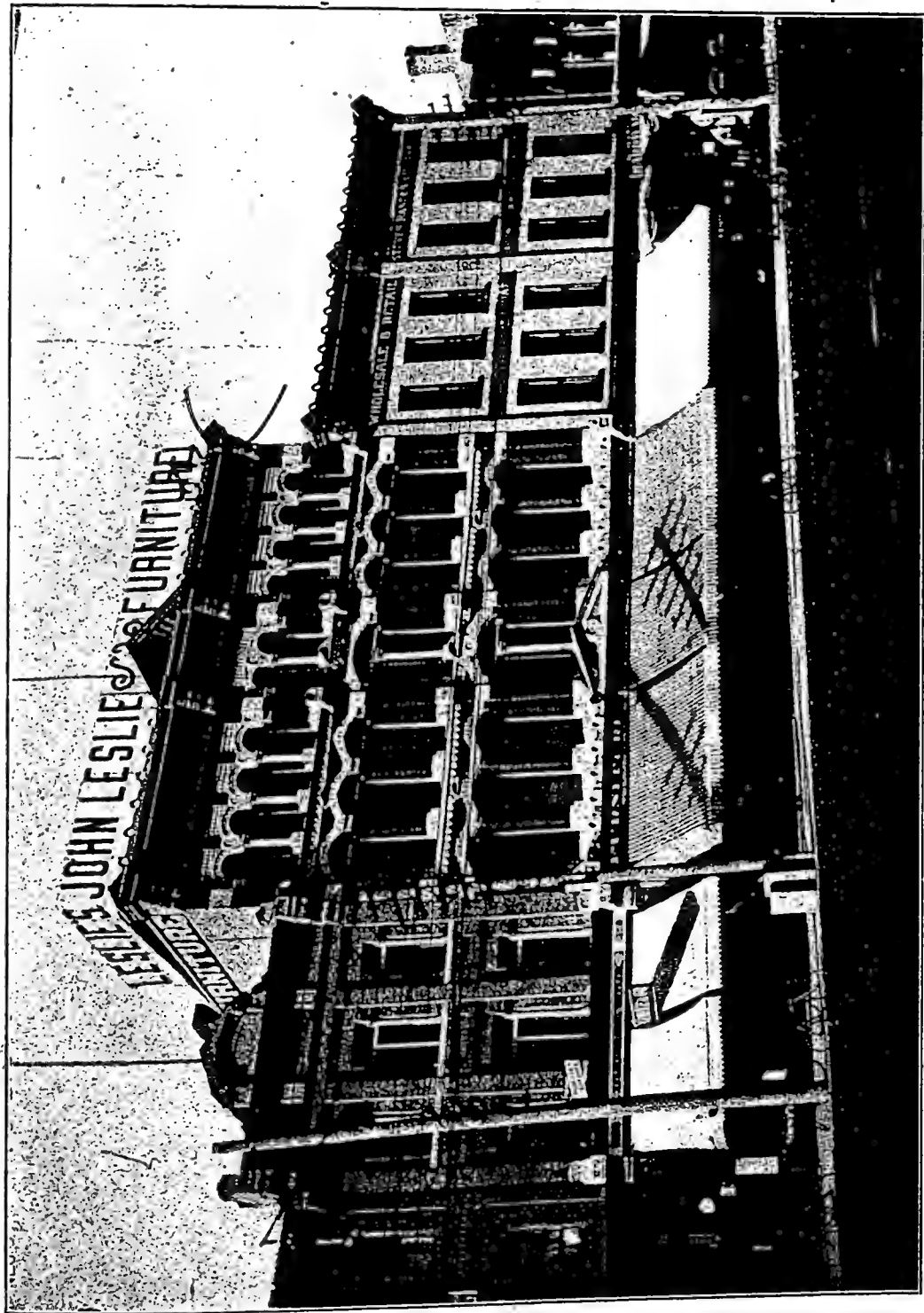
RESIDENCE OF J. TEES



RESIDENCE OF DR. A. W. MOODY



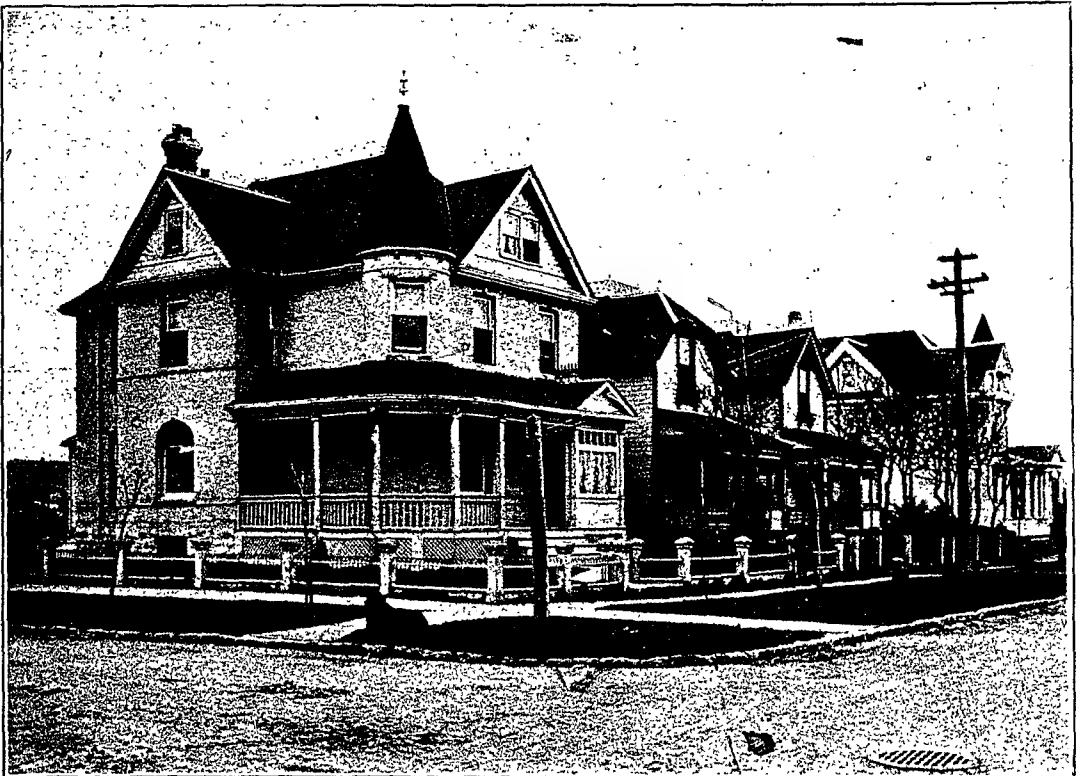
BRUNSWICK HOTEL. McLAREN BROS. PROPRIETORS



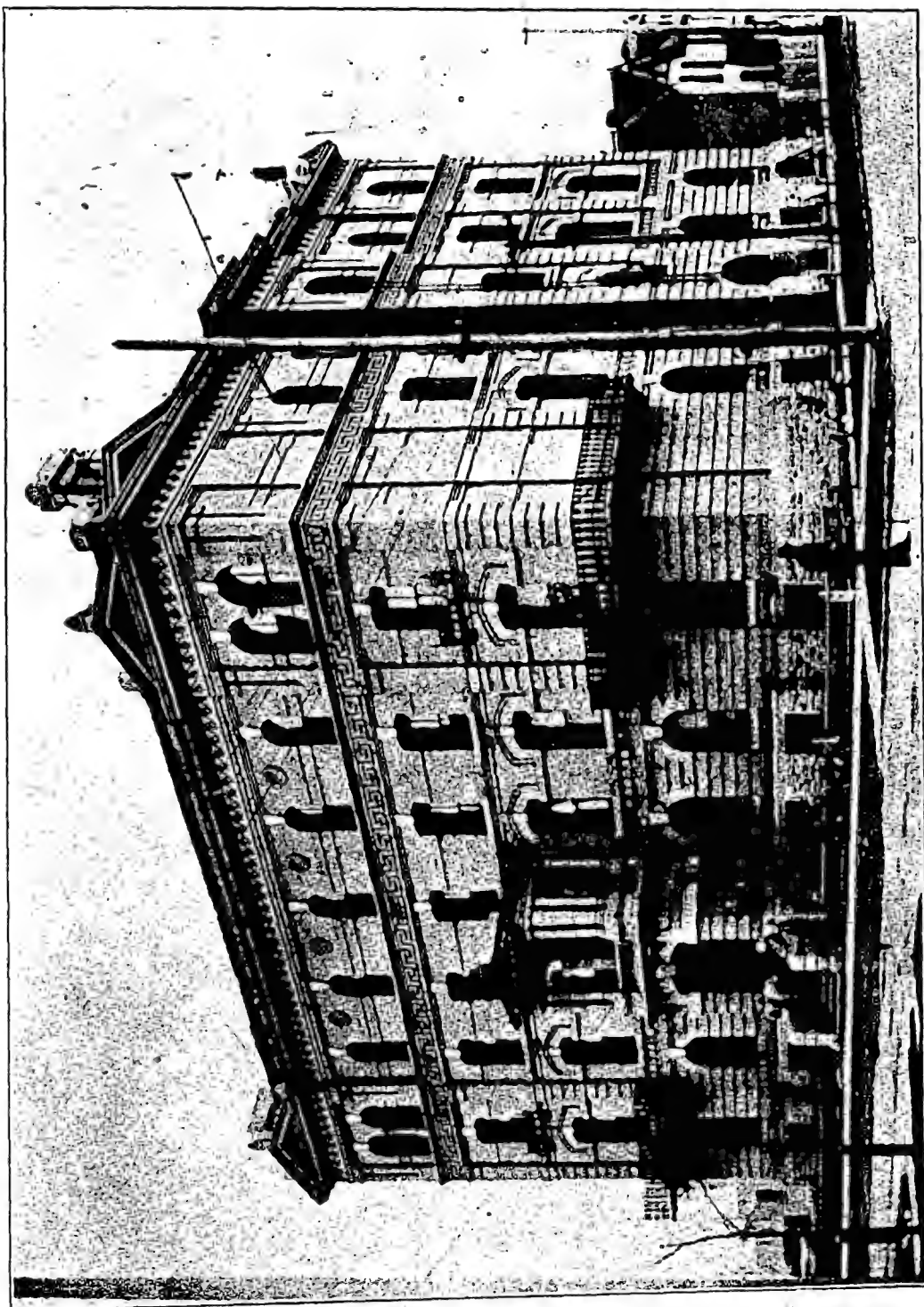
JOHN LESLIE, FURNITURE DEALER



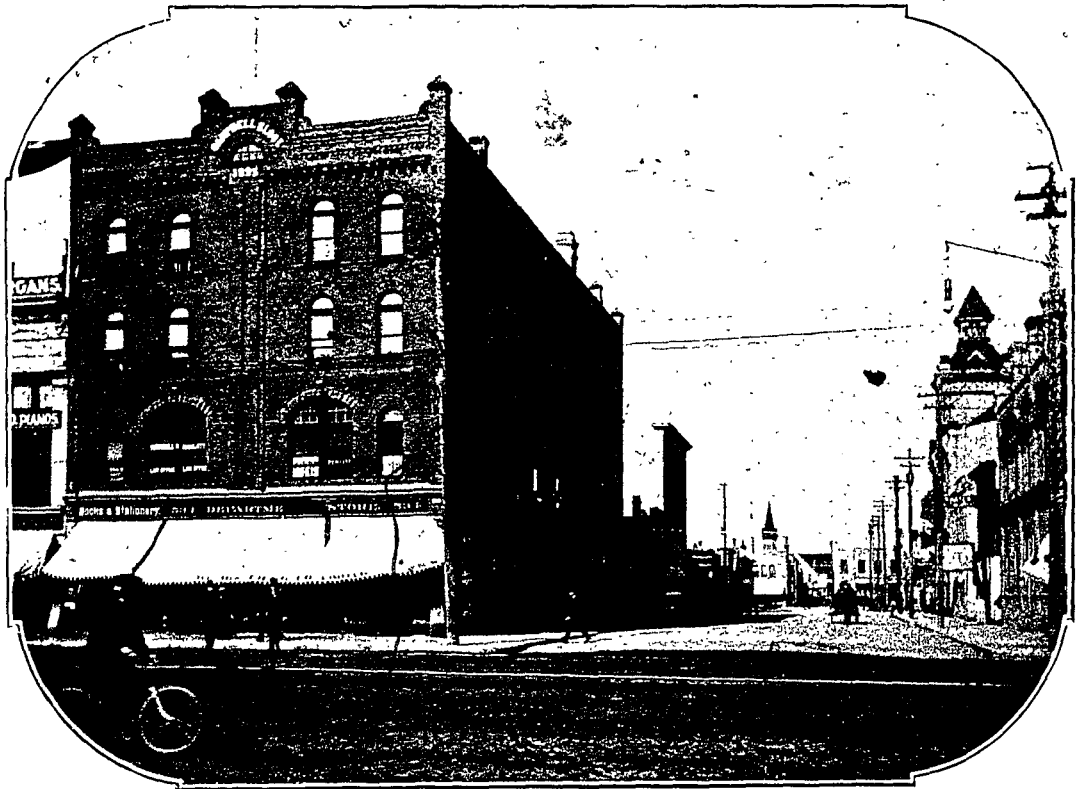
RESIDENCE OF J. W. ALLAN, BARRISTER



BANNATYNE AVE., SHOWING RESIDENTIAL PART



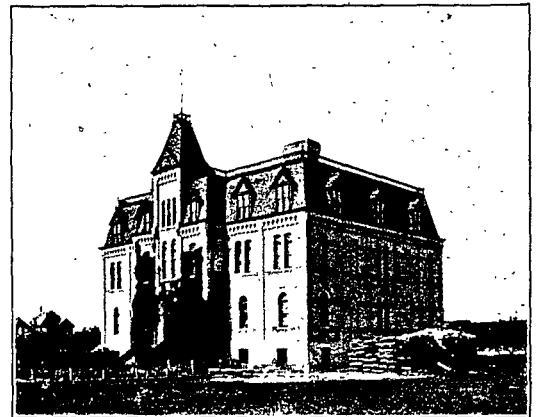
WESTMINSTER RESIDENTIAL BLOCK



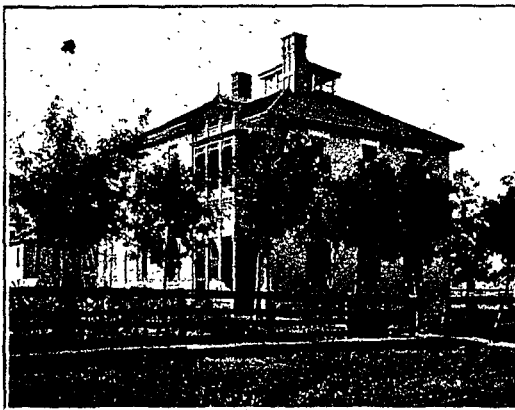
JAMES ST., LOOKING WEST FROM MAIN ST., SHOWING THE CAMPBELL BLOCK



Paulin Chambers Co., Ltd.



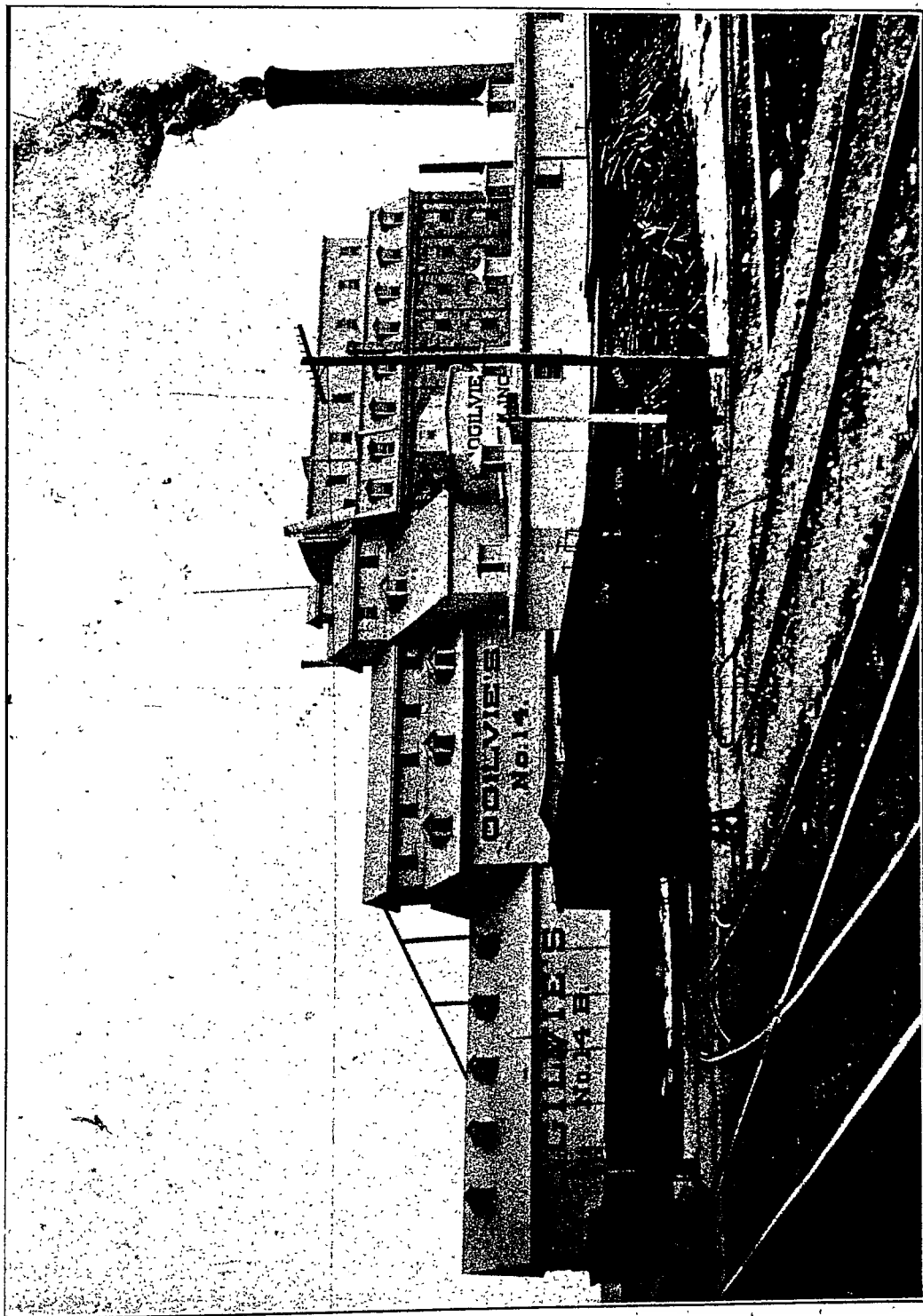
The Collegiate



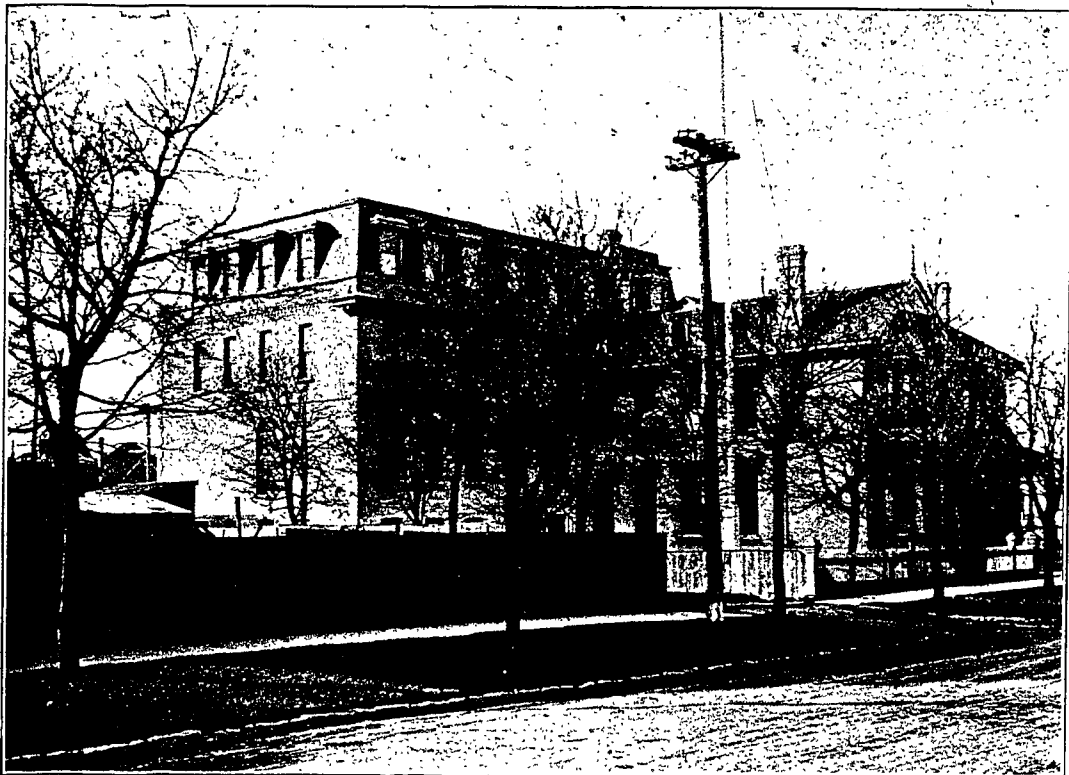
Maternity Hospital



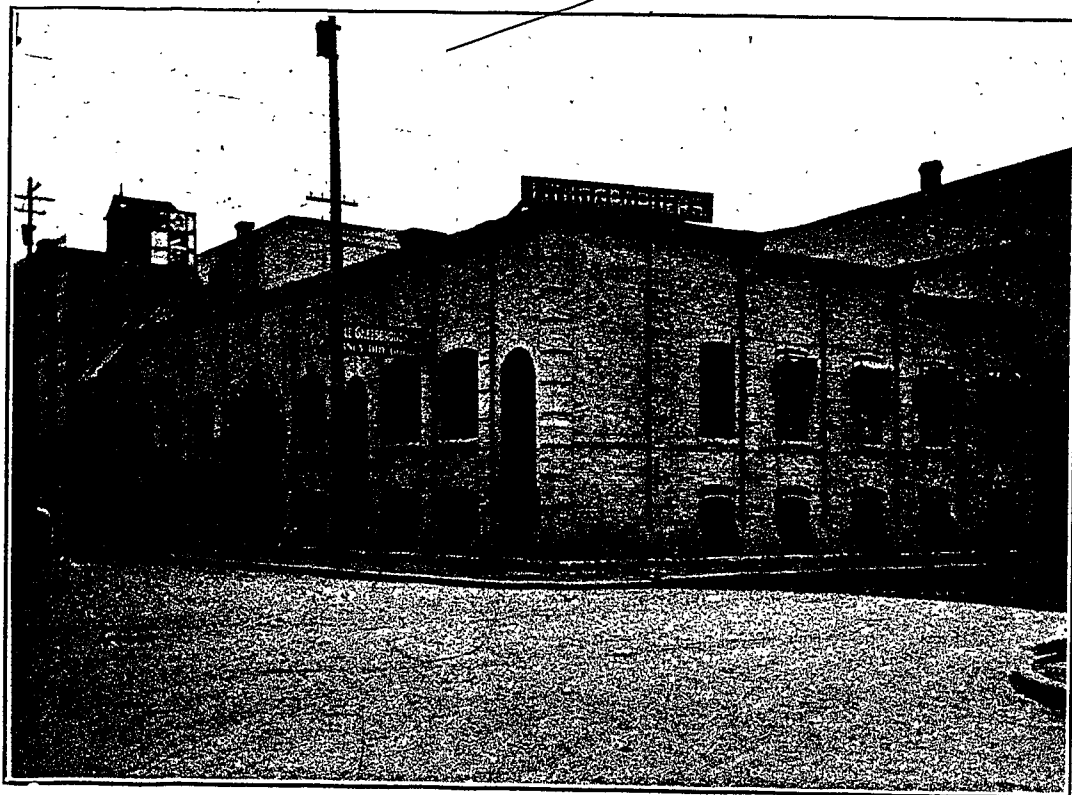
Woman's Home



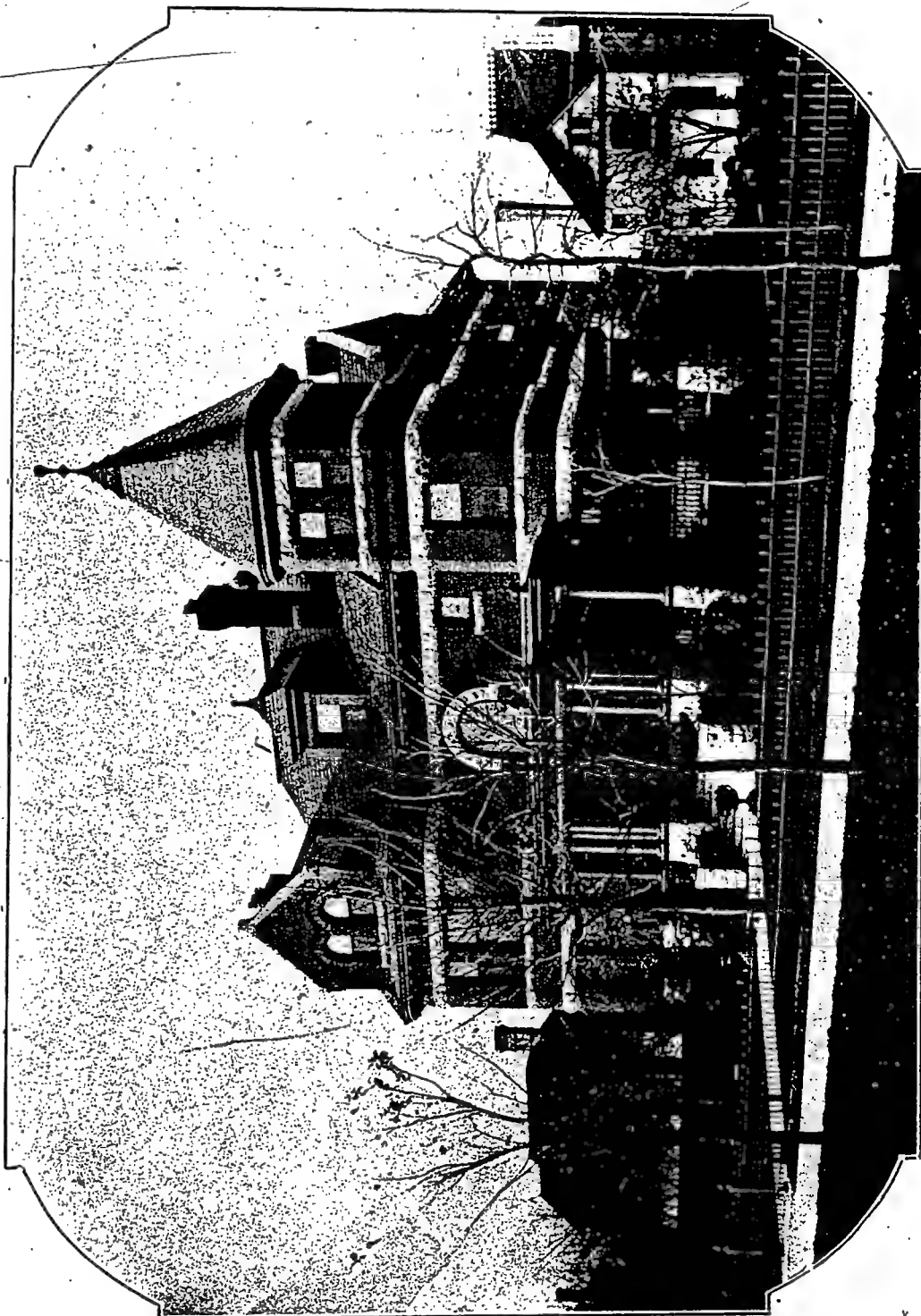
THE OGILVIE MILLING CO.



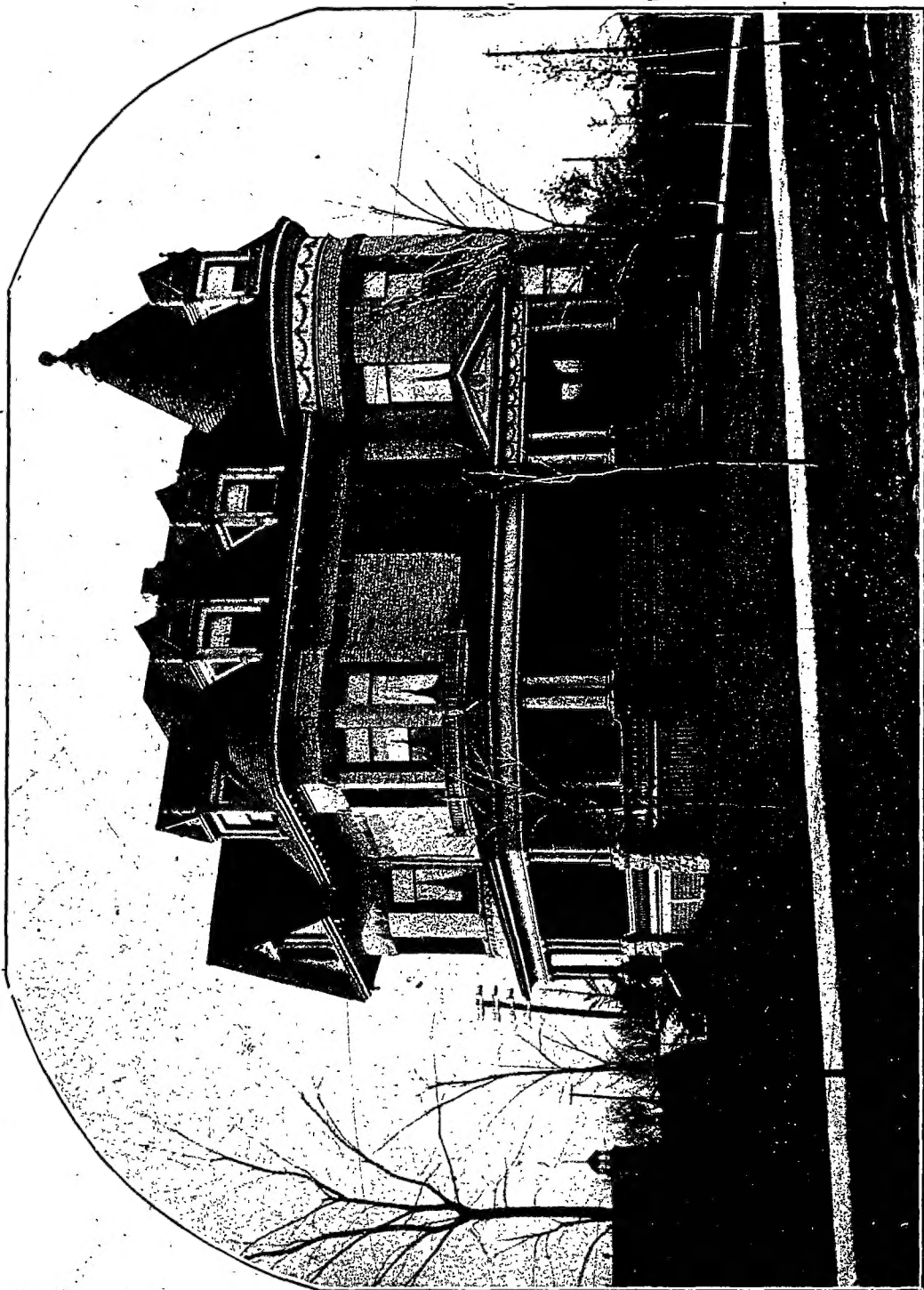
THE HAVERGAL COLLEGE



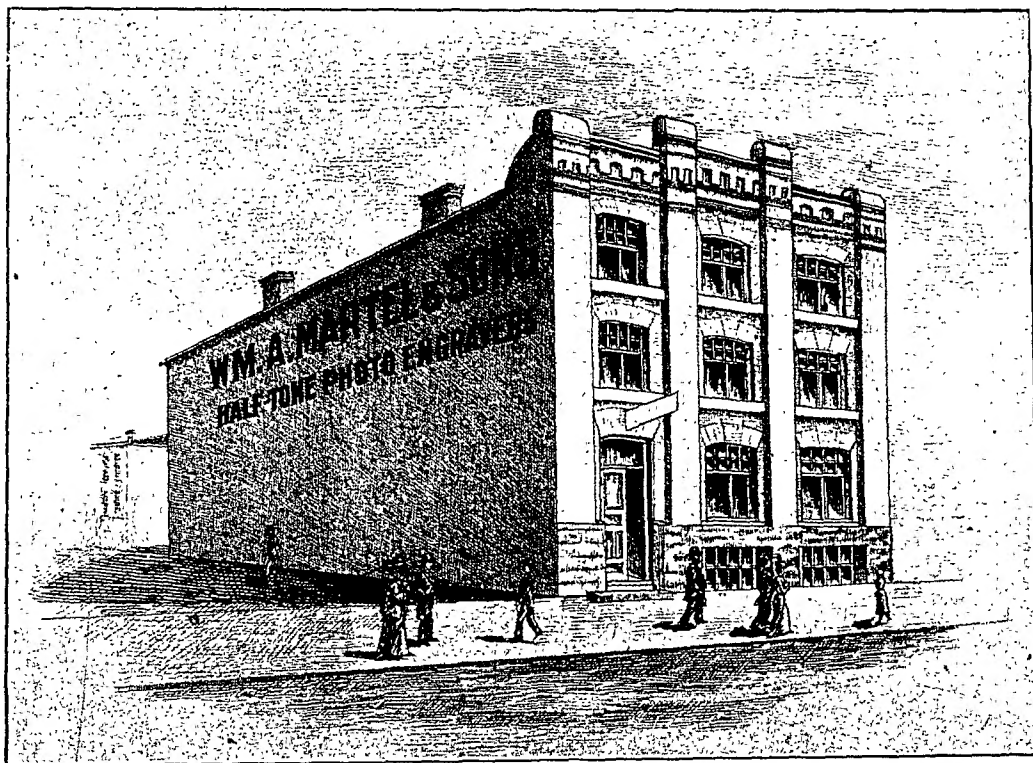
BULMAN BROS. BLOCK



RESIDENCE OF J. H. ASHDOWN



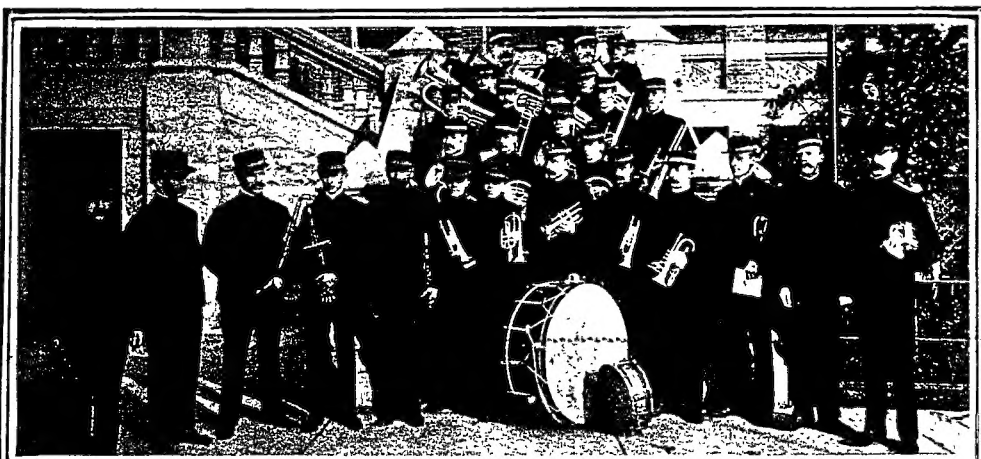
RESIDENCE OF MRS. W. H. CULVER.



WM. A. MARTEL & SONS
Half-Tone Engravers, Line Etchers, Designers, and Commercial Photographers



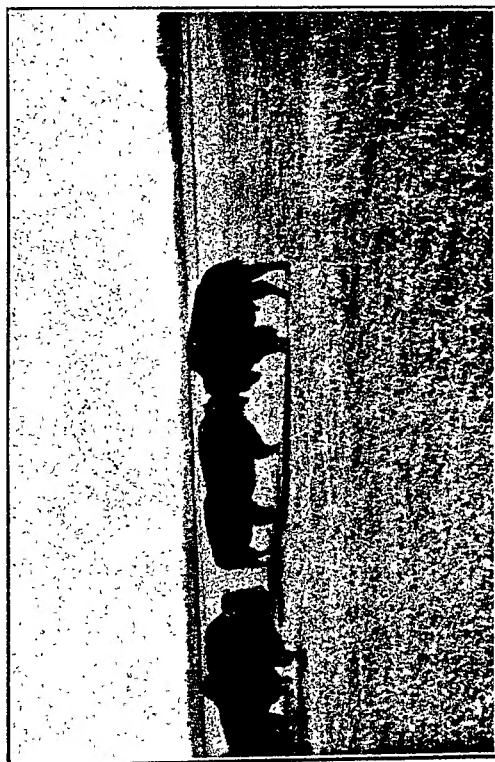
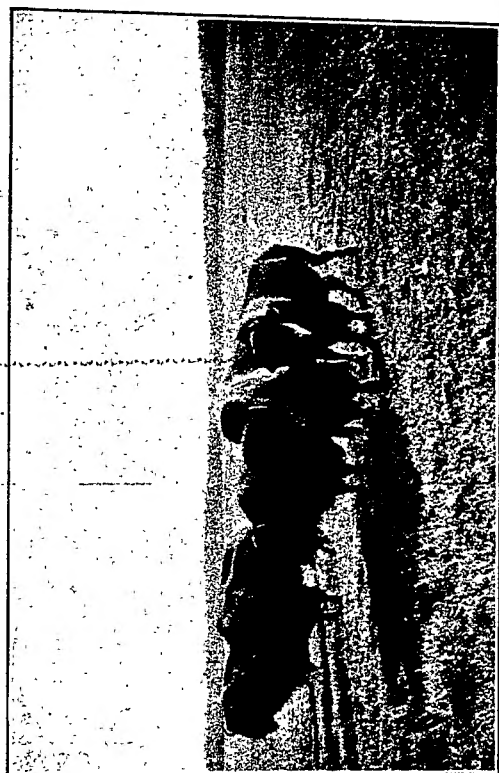
PRINCESS ST., LOOKING SOUTH FROM CORNER OF ROSS AVE.



WINNIPEG CITY BAND

WINNIPEG BASE-BALL TEAM

WINNIPEG LACROSSE TEAM



BUFFALO AT SILVER HEIGHTS